President's records. Northern Pacific Railway Company records.

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Version 3
August 20, 2018

April 16, 1928.
S-3

Dear Mr. Gay:

Mr. Ralph E. Hammond, Assistant Master Mechanic at Staples, passed away Saturday morning, April 14, at the Northern Pacific Hospital in Saint Paul, following about a week's illness with pneumonia. Please make the necessary change in the salary book and advise Mr. Elliott as a matter of information. You will be advised in due course of the appointment of Mr. Hammond's successor.

Very truly yours,

(Signed) E. M. WILLIS

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

St.Paul, Minn., April 16, 1928.
E-8

Mr. P. B. Lacy,
Treasurer.

The letter which I quote below has been sent to all superintendents and shop superintendents on our line:

"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."

For your information.

(Signed) F. W. DeGUIRE

3

St.Paul, Minn., April 16, 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.

Mr. O. F. Ohlson,
Superintendent,
Duluth, Minnesota.

St.Paul, Minn., April 16, 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.

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

St.Paul, Minn., April 16, 1928.
K-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. C. JOHNSON.

Mr. E. J. Hackenberg,
Superintendent,
Dilworth, Minn.

St.Paul, Minn., April 16, 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.

Mr. T. M. Flynn,
Superintendent,
Jamestown, N.D.

7

St.Paul, Minn., April 16, 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) D. O. JOHNSON.
10

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

St.Paul, Minn., April 16, 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.

Mr. Fred Brastrup,
Superintendent,
Livingston, Montana.

9

St.Paul, Minn., April 16, 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.
10

Mr. J. H. Johnson,
Superintendent,
Missoula, Montana.

10

St.Paul, Minn., April 16, 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. C. JOHNSON.

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

11

St.Paul, Minn., April 16, 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. L. F. Newton,
Superintendent,
Pasco, Wash.

1 12

St.Paul, Minn., April 16, 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.

Ycurs truly,

(Signed) B. O. JOHNSON.
10

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

13

St.Paul, Minn., April 16, 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) L. O. JOHNSON.
10

Mr. W. C. Showalter,
Superintendent,
Tacoma, Wash.

14

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

K5

Dear Mr. Bichler:

This will acknowledge receipt of your letter of April 10 submitting request from the Interstate Commerce Commission for data on locomotives, I.C.C. Docket No. 20746. The necessary reply on behalf of the Gilmore & Pittsburgh Railroad Company, Ltd., has been prepared and we will arrange to file with the Interstate Commerce Commission.

I return letters from Mr. Bird M. Robinson, President, American Short Line Railroad Association, and Circular No. 2711-A from the American Railway Association. The Northern Pacific will be represented at the hearing to be conducted by the American Railway Association by Mr. B. P. Johnson, Mechanical Superintendent, and he has been instructed to represent the Gilmore & Pittsburgh Railroad.

Yours very truly,

(Signed) CHARLES DONNELLY.

encl.

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

cc-Mr. F.E.Williamson

15

Paid

315pm

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

J. C. Spracklin,
General Agent, Nor. Pac. Railway,
Central Building,
Los Angeles, California.

Mr. Johnson's address eighteen thirty-one New Hampshire Avenue North Hollywood California.

Charles Donnelly

Charge NPRyCo
Executive Dept.

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

Mr. C. C. Kyle,
Purchasing Agent.

I enclose approved requisition for six glass finger-bowls for use on Car "Yellowstone". These should be similar to the finger-bowls previously purchased from Marshall Field Company. Mr. G. H. Speer, of the Interior Decorations and Furnishings Department, is familiar with the type and quality of the glassware desired.

encl.

17

Paid
150pm

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

Charles Donnelly
Care New Willard Hotel
Washington DC

Frederick H Wood wires you from New York today as follows Quote Delighted to know you are coming to Cravaths dinner Will you be here the night before and if so will you dine with us End quote.

A M Gottschald

Charge NPRyCo
Executive Dept

16

Paid

x

400pm

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

Charles LDonnelly
Care New Willard Hotel
Washington DC

M S Gunn wires you from Helena today as follows Quote Marlow assures me that he and his friends are doing all possible with Young to dissuade him from further agitation of question. Says upon his return from Havre Saturday he conferred with party Stop From recent conference with other two members of Board believe they will remain neutral whatever happens. End Quote.

A M Gottschald

Charge NPRyCo
Executive Dept.

19

April 16, 1928.

K5

Dear Sir:

Your letter of April 12 to Mr. Donnelly, acknowledging receipt of a copy of the booklet on Washington and Northern Idaho recently published by this company, has been received during his absence from the city. The comments which you make regarding the booklet and of your trip from Spokane to Chicago will be of interest to our Agricultural and Traffic Department officers, to whom we have forwarded a copy of your letter.

Your letter will be brought to Mr. Donnelly's attention at the first opportunity.

Yours very truly,

(Signed) E. M. WILLIS

Mr. Louis M. Davenport, President,
Davenport Hotel,
Spokane, Washington.

cc-Mr.J.G.Woodworth
Mr.J.W.Haw

20

April 16, 1928.

K5

Dear Sir:

In Mr. Donnelly's absence we have received your letter of April 14 acknowledging receipt of a copy of the Minnesota booklet recently published by this company. Your letter will be brought to Mr. Donnelly's attention upon his return to the office. In the meantime we are passing a copy of your letter to our Traffic and Agricultural Department officers who will be interested in the comments made by you.

Yours very truly,

Mr. H. C. Hornby,
President and Manager,
Cloquet Lumber Company,
Cloquet, Minnesota.

cc-Mr.J.G.Woodworth
Mr.J.W.Haw

21

Aoril 16, 1928. K5

My dear Mr. Elliott:

Referring to your letter of April 13 enclosing letter from Mr. J. R. Warner with copy of analysis on Railroad Freight Revenues:

I received a copy of this compilation from Mr. Warner and am therefore returning papers which were forwarded with your letter.

Yours very truly,

(Signed) CHARLES O'CONNELLY.

encl.

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

April 16, 1928.
K5

Dear Sir:

I have your letter of April 12 together with a photograph of a number of Northern Pacific employes taken in 1891, which we shall be glad to place on exhibition in the Veteran's Association headquarters at St. Paul. Your interest in this collection is appreciated.

Yours very truly,

Mr. Charles Hirsch,
224 Clay Street,
Portland, Oregon.

γ5

April 16, 1928. K5

Dear Mr. Gay:

I acknowledge receipt of your letter of April 13 returning bill of Pacific Laundry Company of Santa Barbara, California, amount $36.50, together with Mr. Leffingwell's check in payment thereof.

Yours very truly,

(Signed) R. M. WILLIS

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

24

April 16, 1928. K5

Dear Sir:

I enclose Guaranty Trust Company of New York check No. 6829, signed by R. C. Leffingwell, amount $36.50, in payment of your bill dated March 22 rendered against Car Yellowstone, Northern Pacific Railway Company, for laundry and dry cleaning service performed.

Yours very truly,

encl.

Mr. E. G. Steele,
Care Pacific Laundry and Dry Cleaners,
110 State Street,
Santa Barbara, California.

7b

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

Mr. H. E. Stevens,
Chief Engineer.

I enclose Mr. Aishton's letter of April 14 together with a memorandum of action taken at meeting of railroad representatives at Chicago, April 3, 1928, in regard to the question of Automatic Train Control, I.C.C. Docket No. 13413.

encl.

24

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

Mr. F. E. Williamson,
Vice President.

I have your letter of April 14 and this will be your authority to arrange for the construction of a spur track to serve the plant of the Associated Oil Company at Yakima, for which the estimated cost to the Railway Company will be $700.00. Please submit in due course the usual AFE to cover.

P

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

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

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

Referring to your letter of April 16:

I return Mr. Williams' telegram of April 14 and this will be your authority to authorize him to make draft on Mr. Lacy for $3027.13 in favor of R. D. Bodle Company, account construction of berry warehouse for the United Fruit Growers Co-operative Association at Grand Mound, Washington.

cc-Mr. P. B. Lacy,
Treasurer.

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

Dear Mr. Gemmell:

I have your letter of the 14th instant, in regard to "T" engines.

I think we would prefer not to reduce the rental rate which we are now charging for these engines, even though it does look pretty high when compared with the price at which we have sold this class of engine to you. However, if we are able to carry to a successful conclusion the negotiations we now have up with the Backus-Brooks people and you should buy either of the "T" engines which you are now renting, I have no doubt that we would be willing to apply on the purchase price the amount of rental you pay us this year for that engine. I do not believe that we could apply rental paid on a "T" engine against the purchase price of a "W-4".

Yours very truly,

(Signed) J. M. PUORE

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

29

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

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of the 10th instant, in regard to proposed trackage arrangement with the J. Neils Lumber Company, covering operation of logging trains over part of the S.P.& S. Goldendale Branch:

In reply to Mr. Turner's letter of April 3, Mr. Budd advised Mr. Turner as follows:

> "Referring to your letter April 3 about trackage for the logging trains of the Neils Lumber Company:
>
> "I would be agreeable to your making the rate on the train mile basis without any minimum, as I suppose it is quite uncertain how much use the Neils Lumber Company will make of the track."

This letter was written while Mr. Budd was on line and he did not take the matter up with us. In view of Mr. Budd's approval, what reply do you think we should make to Mr. Turner?

(Signed) CHARLES DONNELLY

3 D

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

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

Herewith letter from Mr. Bichler with respect to Gilmore & Pittsburgh lease No. 1039, covering warehouse site at Salmon, Idaho. I do not know whether you have a copy of this lease in your files, but it is my intention to authorize Mr. Bichler to consent to the assignment for the G. & P. Railroad Company. If you do have copy of the lease, you will doubtless wish to complete it.

Please return the attached to me when you have taken such information as you require.

(Signed) CHARLES DONNELLY

encl.

31

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of June 27, 1927, in regard to contract with the National Lumber Company covering trackage at Auburn, Washington:

I now attach Mr. Coman's letter to me of the 11th instant and a copy of the contract to which he refers. If you see no objection to this contract, will you please initial and return it to me.

(Sgd) CHARLES DONNELL

encl.

3

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

Mr. P. E. Thian,
Valuation Engineer.

I return herewith letter which you have received from Mr. H. J. Elkins, Real Estate Appraiser, in which he makes application for a position with the Northern Pacific.

We have no opening for such a man at the present time and judging by the class of work which he indicates he has been doing, I am doubtful if we could afford to pay a salary high enough to be of interest to him.

(Signed) J. H. POORE

encl.

33

Paid

12.15 PM

St Paul Minn April 16 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Pursglove writes you under date thirteenth instant asking if you can let him know definitely when you will be in New York or Washington as he wishes to arrange his plans to be there when you are.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

34

April 16, 1920.
E-8

Dear Mr. Baker:

Thank you for your letter of April 14 and for the splendid use you made of the copy of Mr. Charles Donnelly's radio address which we had sent you.

If at any time we can co-operate with you in furthering the interests of your splendid publication please advise me.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. H. D. Baker,
Editor, Commercial West,
Minneapolis, Minn.

35

April 16, 1928.
E-8

Dear Mr. Paulson:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. H. D. Paulson,
Editor, The Forum,
Fargo, N.D.

34

April 16, 1928.
E-8

My dear Mr. Elliott:

This letter will acknowledge receipt of the bound volume of Railroad Data which you sent me, for which I thank you. It will be kept in our files for ready reference. I am returning your papers.

I have before me the clippings from New York newspapers describing the annual meeting of the stockholders which was conducted April 10. I was interested in the newspapers' quotes of your interview and am wondering if you have thought of the benefits which might accrue to the Northern Pacific if your timely interview could have been given wider distribution. I am thinking particularly about the psychology of having it printed in on-line newspapers between St.Paul and the coast. Editors and readers' reaction, I believe, would be favorable for they like to know that in New York statements are being made about the improved economic condition in their respective territories. The thought I have is that, called to your attention, you might regard it as worth while to let me have your statement a day or two in advance of news developments such as the stockholders meeting, for distribution here as well as in New York. This is intended merely as a suggestion and there may be many good reasons why such an arrangement would not be desirable. My interest, of course, is to draw as much favorable attention as possible to the Northern Pacific at all times.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

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

37

St.Paul, Minn., April 16, 1928.
E-8

Dear Sir:

I have a letter from Mr. C. O. Martin, Passenger Agent, Yakima, in which he advised me that he had sent to you the cut of the cafe-coach, the use of which he obtained for us in the Yakima Republic. If the newspapers in your section to which you submitted it use the cut please send us clippings for our file; also when the cut has served your purpose its prompt return to this office will be appreciated.

Yours truly,

(Signed) F. W. DeGUIRE

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

St.Paul, Minn., April 16, 1928.
E-8

Dear Sir:

Thank you for the nice "play" you obtained for us in the Yakima Republic on the cafe-coach. You did very well in putting this over. One copy of the paper which you mailed us is sufficient for our files.

I note that you have sent the cut to Mr. Berry at Spokane.

Yours truly,

(Signed) F. W. DeGUIRE

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

St.Paul, Minn., April 16, 1928.
E-8

Dear Mr. Coman:

The attached file:

I don't know whether you had an opportunity while in St.Paul last week to discuss with Mr. Donnelly Mr. McCrea's suggestion but I feel certain that with Mr. Donnelly's time now so fully occupied by the unification and land grant subjects it would be difficult for him to arrange to talk for Spokane over the radio. This is true regardless of eagerness he might have to respond to such a request. I would hesitate, therefore, to urge him to do so. He now is in the east, as you know, and probably will be on the west end some time in the spring. He will be happy, I am sure, to talk with Mr. McCrea at that time.

I wish you would say to Mr. McCrea that the next time I am in Spokane I will make it a point to visit him, and that I am eager to more clearly visualize Spokane's efforts and to co-operate with him.

Thank you for your letter of April 15 written en route. I understand fully that your time was at a premium at the general office but I regret that we did not have an opportunity to handle an interview for you; this we will do at another time.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

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

40

April 16, 1928.

Dear General:

I have your letter of Friday, April 13, with which you enclosed a picture page from the Ledger carrying a reproduction of one of the Yellowstone Park pictures which I mailed you last week. Needless for me to tell you how much we appreciate the splendid use you make of material we submit. I will endeavor to obtain extra copies of the Sylvan Lake picture which will be forwarded to you in due course.

I, too, have been hoping that you will be able to make the Yellowstone Park trip next summer. I am sure it will be well worth your time and ought to make the kind of a vacation trip you need after your strenuous work in trying to keep track of the hectic markets of the last year. If you should decide to make this trip won't you please tell me in ample time to "set up the sticks along the way".

While I have been in the vicinity of Philadelphia several times, somehow my business does not call me there but I propose to see you in the spring.

With every good wish to you all,

Yours very sincerely,

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

(Signed) F. W. DeGUIRE

41

April 16, 1928.
E-8

Dear Sir:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. DeGUIRE

Editor,
Richland County Farmer-Globe,
Wahpeton, N.D.

4W

April 16, 1928.
E-8

Dear Mr. Robertson:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. W. L. Robertson,
Editor, The Journal,
Fergus Falls, Minnesota.

April 16, 1928.
E-8

Dear Mr. Smalley:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. M. DeGUIRE

Mr. H. D. Smalley,
Editor, The Enterprise Bulletin,
Perham, Minnesota.

24

April 16, 1928.
E-8

Dear Mr. Verity:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. M. DESURE

Mr. W. H. Verity,
Editor, The Pioneer Journal,
Wadena, Minnesota.

45

April 16, 1928.
E-8

Dear Mr. Lum:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. E. D. Lum,
Editor, The World,
Staples, Minnesota.

April 16, 1928.
E-8

Dear Mr. Benshoof:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. McGUIRE

Mr. L. Benshoof,
Editor, The Record,
Detroit Lakes, Minnesota.

47

April 16, 1928.
E-S

Dear Mr. Dotson:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. B. Dotson,
Editor, Daily News,
Moorhead, Minnesota.

April 16, 1928.
E-8

Dear Sir:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Gronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Gronner was born in Norway April 2, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. DeGUIRE

Editor,
Shop Craft Bulletin,
916 Pioneer Building,
St.Paul, Minn.

St.Paul, Minn., April 16, 1928.
E-8

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

Mr. Walter H. Browne, Editor of the Billings Gazette, who, as you know, is preparing a feature section with our new Redwater Branch as the base, writes me under date of April 14 requesting loan of photographs used in illustrating the following booklets which I had forwarded to him:

"McCone County in a New Corn Belt."
"New Railroad Opens Million Acres of Rich Low Priced Land in Fertile Redwater Valley of Southeastern Montana."
Circular showing ads dealing with our construction in Redwater Valley "issued by land department."

If these pictures are available I think it would be to our advantage to loan them to Mr. Browne. He has agreed to obtain in the Redwater Valley the type of photographs we need for our article and will submit them.

(Signed) E. W. DeGUIRE

50

April 16, 1928.
E-8

Dear Mr. Larson:

For your information:

Two veteran employes of the Fargo Division of the Northern Pacific are to be retired on the pension rolls, April 30, both having reached the age of 70. Their combined continuous service is 92 years. They are John A. Cronner, section foreman at Underwood, and J. S. Comstock, telegrapher at Detroit Lakes, Minn.

Mr. Cronner was born in Norway April 8, 1858. He entered the service of the Northern Pacific 46 years and 4 months ago and has been employed as section foreman at Underwood practically all of the time since that date. He had charge of the construction of the extension of the Fergus & Black Hills Branch from Milnor to Oakes under the late Supt. A. J. Soverign. In November 1895 he was caught in a cave-in while digging a culvert near Ames Siding. He was rescued with difficulty and suffered several broken ribs and punctured lungs, and for a time recovery was held to be doubtful, but he recovered fully from his experiences.

Mr. Comstock was born at Frewsburg, New York, April 11, 1858. His first employment for the Northern Pacific was as operator and agent on the Minnesota Division in September 1882, and he has continued to serve at the ticker in the Detroit Lakes station ever since.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. A. T. Larson,
Editor, Gazette-Telegram,
Breckenridge, Minn.

St.Paul, Minn., April 16, 1928.
E-8

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

Please send me two additional prints of Sylvan Lake, picture #345, by Schneitzmeyer.

(Signed) F. W. DeGUIRE

52

April 16, 1928.
E-8

My dear Mr. Wilde:

My attention has been drawn, by Mr. H. H. Ellsworth, Agent, to an article in the Forum, issue of Sunday, April 15, under your by-line. This article which was descriptive of a ride in a Northern Pacific locomotive was very well done and I congratulate you.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Lorne Wilde,
For the Forum,
Fargo, N. D.

Copy for Mr. H. H. Ellsworth:
The story in the Forum of April 15 gave a splendid play to the Northern Pacific and doubtless you inspired it. Thank you for sending it to me.

53

April 16, 1928.
M-8

My dear Frank:

Through Mr. Pinger, your son, Donald, accompanied by Messrs. Allen and Alvin Teeter, today filed applications for summer employment in Yellowstone National Park as you no doubt know. I discussed the subject with the boys in my office and they advised me that two other boys also were to apply. I told them we would do what we could to get them jobs. Mr. J. M. Hannaford, former president and now vice chairman of the Northern Pacific, is very influential with the Park people and I asked him to write a letter to Mr. W. M. Nichols, Assistant to the President of the Yellowstone Park Hotel Company, who has direct charge of employment. Copy of Mr. Hannaford's letter is attached. The Park is operated independently of the railroad, and the Northern Pacific has nothing to do with employment there. I hope, however, that all or some of the boys will get on for the summer.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Frank McInerny,
Advertising Department,
The Journal,
Minneapolis, Minn.

10.40 A.

54

St Paul Minn April 16 1928

F E Williamson
c/o Car 9
Portland

Your wire fifteenth about operation via Longview Our file not complete November 20 1925 Long advised president he did not like to spend from forty thousand to one hundred thousand dollars on bridge if it should be found safe to operate without expenditure He asked for trial period sixty days to determine question President replied that as it had been determined Northern Pacific

power could not be operated across bridge trains which would be operated through Longview could only be Great Northern and OWR&N and that it was for presidents those lines to decide whether they were willing to operate over bridge in its present state On November 25 1925 Mr Gray advised Mr Budd and Mr Donnelly that he was willing to try out operation for period of sixty days without

expenditures being made but would not make definite agreement until Budd advised agreeable to Great Northern December 23 1925 Budd advised Mr Donnelly and Mr Gray that he had reached understanding with Long that they would try out operation of fast

54

train through Longview and that if it did not make the time such operation would have to be discontinued or schedule lengthened Mr Budds office advises that agreement was to try out bridge in existing condition for sixty day period Jenks however says that at meeting held by operating officers in February it was decided that before trains were operated thereover bridge must be

strengthened to take Cooper E-50 loading at estimated cost ninety eight hundred dollars Great Northern expect to use their P-2 power Have not seen Jenks personally and we had no information about agreement of operating officers Understand Jenks now in correspondence with O'Neill about this matter Will try to get

more definite information from Jenks if you wish but it was my understanding that as none of our trains were to be operated over bridge Union Pacific and Great Northern were to indicate to Longview people what would be required. C-4.

J H Poore

55

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

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

Referring to your letter of April 12 advising that on account of an engagement which Mr. Melaney had for Saturday night, April 14, in connection with the Pittsburgh Coal Company banquet, he would not be available for the birthday program of WLS radio station in Chicago:

I have been told today that the so-called banquet of the Pittsburgh Coal Company was a dance affair, and I am wondering if the value to the Northern Pacific of Mr. Melaney's appearance for such an occasion is as important as the WLS connection would have been. Because of some comment that has come to me on two or three previous occasions that Mr. Melaney is being booked for engagements not carrying as dignified programs as we would wish, and particularly in view of the information that has reached me about this Pittsburgh Coal Company date, I would like to be advised in some detail about this engagement. What were the circumstances under which it was made and at whose request, and why could it not have been cancelled in favor of WLS? Your prompt reply will be appreciated.

(Signed) E. M. WILLIS

57

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

Mr. J. G. Woodworth,
Vice President.

Herewith copy of a telegram dated April 16 from Mr. Turner, of the SP&S, recommending that the SP&S assume the cost, estimated at $1100, of moving Milwaukee Grain & Elevator Company warehouse at Washtucna from Union Pacific to SP&S trackage. Do you concur in his recommendations?

CHARLES DONNAN

Encl.

57

Paid

1115 am

St Paul Minn Apr 16 1928

D P Bates
Secretary Chamber of Commerce
Livingston Montana

Letter to you today D-4

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

5E

Paid

1015 am

St Paul Minn April 16 1928

Howard Melaney
c/o D F Malin
Radio Station WLS
Chicago

Your letter fifteenth received Will be glad to discuss matter with you on your return and get it straightened out Dont let it worry you D-3

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

59

April 16, 1928.
S-3

My dear Mr. Bates:

Answering your letter of April 3:

I am sorry if there was any misunderstanding about the information given you relating to purchases of track material by the Northern Pacific west of the North Dakota-Montana state line. There was not at any time any doubt in my mind about it, and you will recall when I gave to you verbally the system figures for 1927 I explained that the information for that year west of the Dakota-Montana line was not then available. However, I see no objection to your having the information representing the average annual purchases on the system for a five-year period, and for that period through 1927 it is as follows:

Rolled steel wheels	929 net tons
Steel rail	31,440 gross tons
Angle bars	3,596 net tons
Tie plates	8,886 net tons
Track spikes	1,754 net tons
Track bolts	904 net tons

Very truly yours,

(Signed) E. M. WILLIS

Mr. D. P. Bates,
Secretary, Chamber of Commerce,
Livingston, Montana.

cc—
Mr. R. W. Clark,
General Traffic Manager.
Encl.

60

April 16, 1928.
S-3

Dear Mr. Gay:

Answering your letter of April 9:

I return herewith the letter received by you from the Superintendent of Banks of the State of Ohio, to which I have added two copies of a form of certificate which is ready for your signature, setting forth that for the five years last past the Northern Pacific has earned at least five percent net on its outstanding capital stock and listing mortgage bonds which are a first lien on the Railway Company's property.

Very truly yours,

(Signed) B. O. JOHNSON.

Encl.

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

61

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

Dear Sir:

I have your letter of April 13, and have approved and herewith return one copy of G&P AFE No. 85 covering the purchase of a new Fairmont motor car, engine number 34623H. The other two copies of the AFE, together with completion reports, have been passed to the Comptroller.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. W. N. Bichler, Manager,
Gilmore & Pittsburgh RR Company,
Armstead, Montana.
cc—
Mr. F. W. Sweney,
Comptroller.
Encl.

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

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

Referring to our conversation a few days ago:

I have told Lieutenant Townsend that the Northern Pacific will take one page of advertising in the polo program of the Fort Snelling Officers' Club, at a cost of $100. Will you please instruct the advertising department to send the copy to

Lieut. Glen R. Townsend,
c/o Polo Committee,
Fort Snelling Officers' Club,
Fort Snelling.

The copy should reach him on or before June 1.

As a matter of information, the estimated circulation of this year's program is 7500 copies as compared with 6000 copies last year.

(Signed) E. M. WILLIS

63

April 16, 1926.
S-3

Gentlemen:

Supplementing my letter of April 12:

I have told our advertising department that we will take one page in the polo program of the Fort Snelling Officers' Club, at a cost of $100.

Very truly youre,

(Signed) B. O. JOHNSON.

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

64

April 16, 1928.
S-3

My dear Mr. Wright:

Mr. DeCuire insists that the pictures of the Northern Pacific Girl Singers and of Mr. Melaney, of which you have submitted prints, are entirely unsuitable for reproduction in the newspapers for publicity purposes. I know you think otherwise. Under the circumstances, however, I do not feel justified in ordering any of the pictures; on the other hand you should be compensated for your time and trouble, and if you will send me a bill I will see that it is promptly paid.

Very truly yours,

(Signed) E. M. WILLIS

Mr. Wright,
c/o Northwestern Photographic Studios,
101 East Sixth Street, St. Paul, Minn.

65

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

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

Your letter of the 14th:

It was expected that a picture of Mr. Melaney would be available but there has been some delay in having it completed.

I did not know whether or not you had given up the idea of converting a part of the fire hose compartment into a music cabinet. I think that would be a very satisfactory arrangement and would like to see it carried out; it will save putting an extra piece of furniture in the room.

(Signed) E. M. WILLIS

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

Mr. C. C. Kyle,
Purchasing Agent.

Herewith approved requisition for some new furniture, linoleum, rug, and painting trade-marks for our new traffic department office at Cincinnati. The requisition shows the estimated cost of most of these items, but the prices are not final. The traffic department would like to be able to have this furniture purchased locally by Mr. Hartnett, and you are authorized to arrange accordingly.

(Signed) E. M. WILLIS

Encl.

cc—

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

I return Mr. Goodsill's letter of April 2.

April 16, 1938.
S-6

My dear Mr. Elliott:

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

	Roslyn	Red Lodge	Colstrip
April 8	3939	1738	7453
10	4056	-	3758
11	3174	-	3741
12	2727	1647	3815
13	1601	-	3208
14	-	219	-
Total -	15497	3604	21974

The total shipments from all mines was 41,075 tons, an average of 5,868 per calendar day.

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

Very truly yours,

(Signed) CHARLES DONNELLY.

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

68

April 16, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of April 11 enclosing copy of minutes of special meeting of directors of the Gales Creek & Wilson River Railroad Company, held at Portland, Oregon, April 10, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY

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

69

St. Paul, Minn., April 16, 1928.
8-6

Mr. F. E. Williamson,
Vice President.

I have your letter of April 9 and have approved for payment voucher in favor of H. C. Allen, Road Foreman of Engines, amount $361.34, covering time lost because of illness during January and February.

(Signed) CHARLES DONNELLY

70

April 16, 1928. A4

My dear Mr. Elliott:

I attach a copy of Mr. Hughes' letter to me of the 16th instant, in which he recommends the sale of certain Northwestern Improvement Company timber on the NE¼, SE¼NW¼, NE¼SW¼, N½SE¼ and SE¼SE¼ of Section 13-24N-6E, King County, Washington, to the High Point Mill Company at a consideration of $30,000.

I concur in the recommendations made by Messrs. Hughes and Plummer and shall be glad if you will have the usual action taken at the next meeting of the Board or Executive Committee, and I will have the sale formally approved at the next meeting of the Northwestern Improvement Company Board to be held in St. Paul.

Yours very truly,

(Signed) CHARLES DONNELL

encl.

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

cc-Mr. J. M. Hughes.

71

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 14 and returning proposed contract with Creech Brothers Contracting Company covering repairs to drawrest for Bridge 1, Ocosta Branch, across the Chehalis River:

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

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

72

April 16, 1928. A4

My dear Mr. Gray:

I have your letter of March 30 in regard to group insurance on employes of the Camas Prairie Railroad Company who have been transferred either from the service of the O-W.R.R.& N. Company or the Northern Pacific Railway Company. While there has been more or less confusion with respect to this matter incident to the turning over of the Stites Branch to the Camas Prairie, I do not believe that there is any substantial difference between your people and ours.

With respect to train and enginemen and telegraphers, I think it is agreed that these classes of employes retain their seniority on the parent line from which they came, and that the parent line assumes the company proportion of the cost of group insurance.

Other employes transferred to the Camas Prairie when the Stites Branch became a part of the line include, as you say, roadmasters, section foremen, joint messengers and train baggagemen and log scalers.

Roadmasters hold no seniority on the Northern Pacific; therefore, the Northern Pacific insurance applying to these men will be canceled and replaced by Camas Prairie group insurance.

Section foremen and laborers are covered by the maintenance of way employes' organization, and I enclose a letter addressed by Mr. A. V. Brown, as President of the Camas Prairie Railroad Company, to Mr. B. H. Miller, General Chairman of the B. of M. of W. E., Northern Pacific Division, on January 11, 1928, which outlines the understanding reached with respect to those employes and from which you will note that any of these employes who elected to become Camas Prairie Railroad employes relinquished their seniority rights on the Northern Pacific but took with them to the Camas Prairie whatever seniority they had accumulated on the Northern Pacific. Northern Pacific group insurance on these employes

will, therefore, be canceled and arrangements made to cover them with the Camas Prairie group policy.

Log scalers come under the agreement we have with the Brotherhood of Railway and Steamship Clerks. I attach copy of a letter written on December 21, 1927, by Mr. S. A. Wilder, Assistant to Operating Vice President, to Mr. J. F. Murray, General Chairman of the Clerks on the Northern Pacific system. You will note that the agreement reached with respect to clerks is similar to that reached with respect to maintenance of way employes. The Northern Pacific group insurance on these employes will be canceled and they should be covered by Camas Prairie group insurance.

With respect to joint messengers and train baggagemen, the situation is a little different. These men are really employes of the American Railway Express Company, but it has been our practice to cover them by Northern Pacific group insurance when on Northern Pacific runs. The two men on the Stites Branch transferred to the Camas Prairie will lose their Northern Pacific group insurance and should be covered by Camas Prairie group insurance if the policy of that company is intended to cover employes having the status these men have.

I have given instructions that the Northern Pacific group insurance on all employes transferred to the Camas Prairie service, except train and enginemen and telegraphers, should be canceled as of December 31 last and replaced by Camas Prairie insurance as of January 1, 1928. I assume that this can be done but if I am incorrect as to that, the Northern Pacific will carry insurance up to March 31 and the Camas Prairie insurance can be made effective as of April 1.

Yours very truly,

(Signed) CHARLES DONNELLY
P

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

73

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 9:

I return herewith signed copy of industrial track agreement covering track serving the Wood-Knight Logging Company at Towanda, Washington. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

April 17, 1928.
E-8

Dear Mr. Prosser:

Doubtless you have heard from Mr. A. D. Charlton, General Passenger Agent at Portland, regarding decision reached to expand the scope of your work for us in the west. Mr. R. W. Clark, General Traffic Manager, Mr. E. E. Nelson, Passenger Traffic Manager, and I discussed this subject on April 1 and after going over the recent correspondence between you and me my recommendation carried; that is to say that you are to handle advertising in the newspapers at Victoria and Vancouver, B.C., Yakima, Washington, and California in addition to the service you now perform.

I would like to have your reaction on this arrangement. It possibly is not as fulsome as you might have wished but I think you will agree with me that it is a long step in the right direction. I would appreciate now if you would tell me in a frank way just how much we may depend upon you to handle publicity and other matters of a public relations nature that we might wish to refer to you. I have said to Mr. Clark that I felt you were thoroughly qualified to perform this work for us and this was my basic argument in urging greater use of your advertising agency in the west. I wish you would talk to Mr. Coman and Mr. Tozer about this phase of your service for us, giving them a definite idea about what we may now expect of you and outline a method of handling that will be agreeable to you all; then let me have the full benefit of that understanding. I assume that handling the work in which I am interested through Mr. Coman to you is effective and satisfactory. To what extent would you be able to cooperate with Mr. Tozer in obtaining news stories?

What you have done for us in the past has been very gratifying and I want you to know that we appreciate it. I do not have in mind now that you are to become our publicity agent as such in our coast territory but I believe that it would be to our mutual advantage to have you give attention at a minimum amount of time

WTP-2

to major matters of publicity and public relations which would enhance the position of the Northern Pacific in the west. We, of course, do not propose to make that service for us burdensome to you.

As I have said, I would like to have you write me a frank letter covering this subject.

Very truly yours,

(Signed) F. W. DeGUIRE

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

75

St.Paul, Minn., April 17, 1928.
L-8

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

Will you please call the attention of Mr. W. T. Prosser to the fact that Mr. Fred F. French, one of New York's largest investment builders, will arrive in Seattle on our North Coast Limited Friday morning April 27 with three guests, occupying drawing room A and compartment B, Car B-30. This party is en route to Fairbanks, Alaska, and will leave Seattle on the S.S.Aleutian, April 28, stopping over at Seattle at the Olympic Hotel. Mr. Prosser doubtless will advise the newspapers, reporters of which may be interested in a business interview with Mr. French.

(Signed) F. M. DeBOER

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Spokane 6:05 PM, April 26, occupying drawing room A and compartment B, Car E-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) P. W. DeGUIRE

Mr. Malcolm Glendenning,
City Editor, Spokesman Review,
Spokane, Wash.

77

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Missoula 11:55 AM, April 26, occupying drawing room A and compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) F. M. McGUIRE

Mr. W. B. Davis,
Editor, The Sentinel,
Missoula, Montana.

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Butte 7:20 AM April 26, occupying drawing room A and compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) J. M. McGUIRE

Mr. M. C. O'Malley,
Editorial Department,
Anaconda Standard,
Butte, Montana.

April 17, 1922.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Butte 7:20 AM April 26, occupying drawing room A and compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) F. W. McGUIRE

Mr. Cy Stoddart,
City Editor, the Miner,
Butte, Montana.

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Butte 7:20 AM April 26, occupying drawing room A and compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) J. M. McGUIRE

Mr. James Cummins,
City Editor, The Post,
Butte, Montana.

April 17, 1928.
R-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Miles City 7:25 PM, April 25, occupying drawing room A and compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) R. V. DeGUIRE

Mr. J. D. Scanlan,
Editor, The Star,
Miles City, Montana.

42

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Mandan 11:09 AM, April 25, occupying drawing room A and compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. E. H. Tostevin,
Editor, The Pioneer,
Mandan, N.D.

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Bismarck 11:42 AM, April 25, occupying drawing room A and Compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Sign.d) W. W. DeGUIRE

Mr. V. E. Joslyn,
City Editor, The Tribune,
Bismarck, N.D.

84

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving Jamestown 8:55 AM, April 25, occupying drawing room A and Compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. Percy Hansen,
Editor, The Sun,
Jamestown, N.D.

86

April 17, 1928.
E-8

Dear Sir:

For your information:

Fred F. French, one of New York's largest investment builders, accompanied by three guests will leave Chicago on the Northern Pacific North Coast Limited Tuesday morning, April 24, arriving St.Paul 10:30 PM, occupying drawing room A and Compartment B, Car B-30. The party is en route to Fairbanks, Alaska.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. Lloyd Evans,
The Dispatch,
St.Paul, Minn.

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

Mr. A. W. Thomson,
Supt., Dining Car Dept.

I am handing you herewith two prints, one of each view taken in the cafe-coach. I thank you for your co-operation in enabling us to obtain these photographs.

(Signed) F. W. DeGUIRE

Enclo

87

April 17, 1928.
S-3

Gentlemen:

Can you favor me with an answer to my letter of April 5 about an exhibit in the Chicago Stadium in connection with the Cowboys' World's Championship Rodeo Contest to be held in July and August?

Very truly yours,

(Signed) B. C. JOHNSON.

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

St. Paul, Minn., April 17, 1928.
9-3

Personal

Mr. E. W. Bennett,
c/o Mail, Baggage & Express Dept.

At your convenience will you please arrange to stop in my office some time when you are on the 10th floor?

(Signed) E. M. WILLS

89

April 17, 1928.
C-C

My dear Mr. Elliott:

Enclosed is copy of Mr. Stevens's letter to me of April 13, reporting progress in the construction of the Redwater Branch during the month of March 1928, together with progress chart.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

9 0

April 17, 1938.
S-6

My dear Mr. Elliott:

I enclose a copy of Mr. Stevens' letter to me of April 11, reporting progress in connection with the Bitter Root line change during the month of March, together with copy of progress chart.

Very truly yours,

(Signed) CHARLES DONNELLY.
p

Encl.

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

9 1

St. Paul, Minn., April 17, 1928.
8-8

Mr. J. G. Woodworth,
Vice President.

I enclose statement, in duplicate, showing competitive business forwarded via Northern Pacific and Great Northern Railway Companies from the mill of the Oregon-American Lumber Company at Vernonia, Oregon, during the months of January, February and March 1928.

Signed) CHARLES DONNELLY.

Encl.

97

April 17, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 16, enclosing SP&S AFE No. 4984 covering the application of battery boxes and retiring of oil lamps in coach 221, at an estimated cost of $220:

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.

9B

April 17, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 11, enclosing United Railways AFE E-1881 for removing sand spur at Keasey, and placing sand house, etc. at Vernonia, at an estimated total cost of $489:

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.

April 17, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 12, enclosing SP&S AFE 4982 for replacing bridge 238-8, etc. near Martindale, Washington, at an estimated cost of $3,840:

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

Very truly yours,

(Signed) CHARLES HOWELL

Encl.

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

95

April 17, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 12, enclosing SP&S AFE 4983 for relaying and extending three turntable stub tracks to provide storage space for ten additional locomotives, constructing additional timber pits, etc., at an estimated total cost of $7,899:

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.

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

Mr. J. G. Woodworth,
Vice President.

I attach copy of a letter addressed to Mr. Donnelly and Mr. Budd by Mr. Turner in connection with the handling of SP&S business at Spokane.

You will recall the change we made in our own practice in 1922 when the handling of the SP&S freight at Spokane was transferred to the Great Northern. Under the Hannaford-Gilman agreement of 1915 business that originated in Portland, Vancouver or at local points on the SP&S destined to Spokane was not considered competitive with the Northern Pacific and the non-competitive switching rate was assessed when the business reached Spokane. California business moving via the steamers or the Shasta route was considered competitive, as was also traffic originating on the SP&S between Kennewick or Pasco and Spokane.

This is a matter which will be submitted to Mr. Donnelly on his return to St. Paul, but in the meantime I shall be glad if you will please let me have your views as to the position we should take.

(Signed) J. M. Poore

encl.

97

April 17, 1928. A4

Dear Madam:

I have your letter of the 9th instant, in regard to the erection of advertising billboards in country districts, and in reply thereto I may say that we have no present intention of undertaking any advertising of this character.

Yours very truly,

CHARLES DONNELLY

P.

Mrs. W. L. Lawton, Chairman,
Billboard Restriction Committee,
General Federation of Women's Clubs,
5 Chester Street, Glens Falls, N. Y.

98

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

Mr. H. E. Stevens,
Chief Engineer.

In accordance with your letter of the 14th instant, I return herewith acceptance of City of Minneapolis ordinance extending the time for completion of our grade separation from March 30, 1928, to January 1, 1930. I assume that you will see that this acceptance is filed with the City.

(signed) CHARLES DONNELLY

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

99

April 17, 1928. A4

Dear Mr. Turner:

In accordance with your letter of the 14th instant, petition for the vacation of Laurel Avenue at Scappoose has been executed and three copies are returned to you herewith. In due course I shall be glad if you will see that our Right of Way Commissioner is furnished with a copy of the petition and advice as to what action is taken with respect thereto.

Yours very truly,

encl.

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

cc-Mr. Ralph Budd.
Mr. J. L. Watson

100

Paid

x

5.00 PM

StPaul Minn April 17 1928

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

Turner advises that because large increase in acreage in Willamette valley planted to hops in past few years additional storage facilities at four points should be provided at total

cost of fifteen thousand dollars estimated increase in traffic one hundred twenty cars per year with additional revenue to Oregon Electric and affiliated lines of twenty six thousand

dollars necessary to give immediate advice to hop dealers so that Oregon Electric warehouses may be specified in contracts with producers Our traffic department recommends Great Northern

will advise their attitude on Budds return tomorrow Will you please advise if you approve expenditure.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

Western Union Telegram

101

St Paul Minn April 17 1928

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

Estimated earnings second week April in thousands

Freight	1384	increase 50	or 3.7%
Passenger	181	decrease 21	or 10.2%
Miscl.	151	decrease 4	or 2.7%
Total	1716	increase 25	or 1.5%
Total 2 weeks	3346	increase 83	or 2.6%

Cars loaded locally 13,039 decrease 330 accounted for as follows:

Increases:	Grain	62
	Livestock	3
	Logs	152
Decreases:	Merchandise	103
	Forest Products	31
	Coal	127
	Miscl.	286

Received from connections 3553 increase 96 accounted for as follows:

Increases:	St. Paul Division	16
	Fargo	15
	Dakota	37
	Yellowstone	3
	Montana	174
	Idaho	2
Decreases:	Lake Superior	17
	Rky Mtn	28
	Pasco	1
	Seattle	78
	Tacoma	27

Grain loading eastern district increased 66 cars received from connections decreased 56 cars Grain loading western district decreased 4 cars received from connections increased 6 cars.

Fruit loading this year 100 cars compared with 114 last year received from connections 131 cars compared with 150 last year.

101

Potato loading this year 319 cars compared with 463 last year received from connections 29 cars compared with 33 last year.

Weather during week was unusually cold for the season with below freezing temperatures on eastern and central districts Had light rains StPaul and Fargo division points Idaho Division and along coast light to heavy snowfall Billings to Helena and heavy snowf win cities and vicinity. Please give copy to Mr Elliott.

A. M. Gottschald

102

Paid

x

St Paul Minn April 17 1928

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

It will be necessary for us to secure additional property at Riparia gravel pit for this years ballasting land is owned in part by state of Washington and in part by private owner Because of state laws we must condemn state property although it is expected agreement will be reached as to amount of award To enable us to condemn will you please have resolution in following language adopted at Wednesday meeting quote Resolved that the President of this Company is hereby authorized to acquire such land as he may deem necessary for gravel pit purposes near Riparia in Whitman County Washington and in case he cannot agree with the owners of the land required on the terms for purchasing the same he is authorized to acquire the same by condemnation proceedings in the name of the company end quote.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

9.10 A.

103

St Paul Minn April 17 1928

C C Andersen

Seattle

Mr Williamson wired me thirteenth instant you were taking up with Red Lodge question of letting Park companies have one or two cars number four washed Were you able to accomplish anything in this matter. C-5.

J H Poore

104

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

Dear Sir:

This will acknowledge receipt of your letter of April 16 advising that Mr. E. S. Bope, Section Foreman at Mott, has submitted photograph of a rotary snow plow and snow train in action south of Minnewaukan in 1887. We shall be very glad to have this photograph for exhibition in the Veteran's Association headquarters at St. Paul.

Yours very truly,

Mr. T. M. Flynn,
Superintendent,
Jamestown, N.D.

105

St. Paul, Minn., April 17, 1928.
k5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 9 about the question of re-arranging tracks serving the plant of the Aaron Carlson Sash & Door factory at Fifteenth and Central Avenues at northeast Minneapolis:

The recommendation of our Operating and Traffic Department officers that we return the deposit of $250.00 made by Mr. Carlson and assume the expense other than the grading, approximately $350.00, is approved and you may arrange to submit AFE on that basis.

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

April 17,1928. K5

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of a copy of the 1928 Bank Directory, Ninth Federal Reserve District, forwarded with the compliments of the First National Bank of Minneapolis. I shall be glad to bring this directory to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

Mr. P. J. Leeman,
Vice President,
First National Bank,
Minneapolis, Minn.

107

Paid

1100am

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

Russell H. Dick,
Care New Willard Hotel
Washington D C

Forwarded mail New York yesterday Bank matter arranged.

A M Gottschald

Charge NPRyCo
Executive Dept

1 0 8

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

Mr. F. E. Williamson,
Vice President.

This will acknowledge receipt of your letter of April 16 about the proposed exchange of 10,220 lineal feet of 60# rail at Kirkland for a similar amount of 56# rail under lease to the Preston Mill Company in the vicinity of Kerriston, under which the Railway Company will have the advantage of receiving about six tons more of metal because of the heavier weight of rail to be taken over.

This exchange of rail with the Preston Mill Company on the basis suggested is approved.

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

109

April 17, 1928.
S-S

My dear Mr. Harahan:

I appreciate very much your courtesy in sending me a copy of the annual report of The Chesapeake and Ohio Railway Company for the year ended December 31, 1927.

Very truly yours,

Mr. W. J. Harahan, President,
The Chesapeake & Ohio Railway Company,
Richmond, Virginia.

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

Mr. F. E. Williamson,
Vice President.

I have your letter of April 9 and return herewith signed copy of industrial track agreement covering spur to serve the Pacific Shipping and Fuel Company at Seattle. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

111

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

Mr. H. E. Stevens,
Chief Engineer.

Referring to your letter of April 14 and returning proposed agreement with the Supply Ditch Association and the County of Ravalli, covering the construction of a highway bridge over a relocated irrigation ditch:

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

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

117

St. Paul, Minn., April 17, 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 14, 1928, and the period January 1 to April 14, compared with the actual figures for 1927.

Encl.

113

April 17, 1928.
S-3

My dear Mr. Elliott:

Herewith third copies of the following Yellowstone Division AFE's covering bridge and culvert work authorized on Form 134, excepting items covered by special AFE's and items requiring renewals and repairs exclusively:

	Est. Net Expenditure	Capital Account
ED No. 105 - between Fryburg and State Line -	$ 11,513	$ 10,353
ED No. 106 - between Glendive and Newlon (Sidney Branch) -	7,508	6,130
ED No. 111 - between Glendive and Forsyth -	12,774	9,935

The work covered by these AFE's is also included in the 1928 budget, and I recommend formal approval by the Committee or Board.

Very truly yours,

(1) CHARLES DONNELLY.

Encl.

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

April 17, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Rocky Mountain Division AFE ED No. 70 covering improved station facilities at Lookout, at an estimated net cost of $4,463, of which $3,450 is chargeable to Additions and Betterments.

The present depot facilities consist of two old car bodies which are in very bad condition and must be replaced. It is proposed to move the depot building from Larson, Idaho, which has been abandoned. The estimated out-of-pocket expense is approximately $2000.

For the reasons given I recommend formal approval of the AFE. It is not a budget item.

Very truly yours,

(t) CHARLES DONNELLY.

Encl.

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

115

April 17, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Dakota Division AFE ED No. 13 covering patch ballast on the Mandan North Line between Mandan and Stanton, at an estimated net cost of $16,140, of which $14,490 is chargeable to Additions and Betterments.

Item No. 27 in the 1928 budget provides for this work at an estimated net cost of $12,500. The excess of the AFE estimate is accounted for largely by the fact that when the budget was prepared it was thought that it would not be necessary to put all of the material under the track, which now develops to be the necessity.

For the reasons given in the narrative of the AFE the work should be done and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

April 17, 1928.
S-8

My dear Mr. Elliott:

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

Very truly yours,

Encl.

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

117

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

K5

Mr. H. E. Stevens,
Chief Engineer.

Referring to our exchange of telegrams with respect to Thomas Woodford, Chef:

We will arrange to carry him on our payroll effective April 16, 1928.

x

116

Frank 602

925 AM

Washington, D. C., April 17, 1928.

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

Your wire about conference with Howe. Hearty congratulations to you and Mr. Goodsill.

Charles Donnelly.

At Washington, D. C.,
April 17, 1928. D1

Mr. J. H. Poore,
Executive Assistant.

Mr. Pursglove called to see me today. He asked no further concessions about the dock, but he does want consideration in the matter of his coal order. I think he is entitled to some consideration in view of all the circumstances, and I wish this fact to be kept in mind when we come to make our coal purchases this season.

Signed-Charles Donnelly
d

x

Frank 602 120

1015 AM

New York, N. Y., April 18, 1928.

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

I am willing to approve Turner's recommendation that additional storage facilities for hops be provided at four points on Oregon Electric at total cost fifteen thousand dollars .

Charles Donnelly.

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

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

Referring to Mr. Johnson's letter of March 2 to Mr. Williamson about the case of J. H. Shavelear, Agent at Post Falls:

As the matter stands, Mr. Johnson promised on March 2 to write Mr. Shavelear again. Is there anything more that can be said to him in view of his letter of February 28, copy of which was sent you?

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

Dear Sir:

Under the amended agreement between the Northwestern Improvement Company and the Gilmore and Pittsburgh Railroad Company dated September 1, 1925, the Improvement Company's investment in the Mack rail motor car covered by the contract will have been returned to it with interest as of August 31, 1928. It will be necessary to make some arrangement for continuing to lease the car to the G&P after that date or perhaps have the G&P take it over. I would like to have from you your views as to how you think the matter should be handled.

Very truly yours,

(Signed) CHARLES DONNELLY
VP

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

1723

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

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

With return of the attached letter of April 17th from Mr. Lengby, please furnish me with information on which I can base an answer to his questions.

(Signed) E. M. WILLIS

Encl.

134

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

Dear Sir:-

Replying to your letter of the 14th instant, in regard to assignment by the Citizens National Bank of Lease No. 1039 to Louis F. Ramey:

I approve your recommendation that the Gilmore & Pittsburgh consent to the assignment of the lease and you may indicate that consent on the lease returned herewith.

Yours truly,

(Signed) CHARLES DONNELLY

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

125

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

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

Please note the attached letter from Mr. Budd and the contract therein referred to. I presume there can be no objection to execution of the contract.

Please return the papers.

(Signed) J. H. Poore

encl.

126

Paid

3.35 PM

St Paul Minn April 18 1928

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

Message about plans and mail received and understood.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

127

St Paul Minn April 18 1928

W F Turner President
SP&S Railway Co
Portland Ore

A-14 We approve expenditure recommended.

Ralph Budd

Charles Donnelly

cc-Mr. Budd.

128

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

Mr. H. E. Stevens,
Chief Engineer.

I enclose letter from Mr. W.P. Wiltsee, Chairman, Committee on Automatic Train Control, American Railway Association, dated Chicago, April 16, indicating that in connection with the hearings on automatic train control to be held at Washington beginning on April 23, 1928, it is anticipated that this company will be called upon on Friday, April 27.

(Signed) CHARLES DONNELLY

encl.

179

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

Mr. J. G. Woodworth,
Vice President.

I attach proposed contract with the Northern Refrigerator Car Company covering the leaseing of 500 Northern Pacific refrigerator cars. If you see no objection to the contract, will you please initial and return it to me.

(Signed) CHARLES DONNELLY
P

encl.

130

St. Paul, Minn., April 18, 1928.
K5

Mr. J. J. Heron,
Asst. General Freight Agent.

I do not find that we have on our file your personal record on Form 7298. I enclose two copies of the form which I shall appreciate if you will complete and return one copy to this office.

(Signed) E. M. Willis

encl.

131

x

Paid

500pm

St. Paul, Minn., April 18, 1928.

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

Have letter from Paul Cravath April sixteenth stating dinner he is giving to Mr Scandrett Thursday evening eight o'clock is to be at Metropolitan Club Fifth Avenue and Sixtieth Street instead of the University Club.

A. M. Gottschald

Charge NPRyCo
Executive Dept

132

April 18, 1928.
K5

Dear Sir:

This will acknowledge receipt of your letter of April 16 advising that as a student in railroad transportation of the University of Maryland you have been requested to prepare a paper on the history and development of the Northern Pacific Railway.

The data with respect to the early construction of the Northern Pacific Railway is contained in the history prepared by E. V. Smalley in 1893, and entitled "Smalley's History of the Northern Pacific". Our supply of this publication is limited but no doubt you can secure a copy from the Public Library in your town, or from some town or city in the vicinity of College Park. I am, however, sending you under separate cover a copy of the Annual Report of the Northern Pacific for the year 1926, copy of a pamphlet prepared by this company entitled "2000 Miles of Startling Beauty", a brief story of the Northern Pacific Railway Company by Olin D. Wheeler, and copy of an article prepared under date of October 23, 1927 for publicity purposes, and relating to the Fiftieth Anniversary of the first Northern Pacific train operated from St. Paul to Bismarck via Brainerd.

I trust this material, which need not be returned, will be of assistance to you in preparing your paper.

Yours very truly,

(Signed) E. O. JOHNSON

P

Mr. William Cooper,
Box 177,
College Park, Md.

133

St. Paul, Minn., April 18, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I enclose letter from J. J. Miller, of Chadron, Nebraska, to Mr. Elliott about a bleeder valve which he has patented.

encl.

St. Paul, Minn., April 18, 1928.
G-3

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

Referring to your letter of March 28 transmitting Western Passenger Association circular No. 5334 indicating action taken against using advertising space in the souvenir booklet to be issued in connection with the National Republican Convention to be held at Kansas City:

We have received a telegram as follows from Jesse H. Jones, dated Houston, Texas, April 17:

"Democratic National Committee will issue official souvenir program for Houston convention. (Stop) Would like your company represented with page advertisement. (Stop) Price per page one thousand dollars. (Stop) Each committeeman, committee woman, delegate and alternate will be presented with copy of program. (Stop) No less than twenty thousand copies will be distributed. (Stop) Programs will be illustrated in attractive form and advertising well worth the price. (Stop). Please wire reservation collect."

It seems to be clear that we should take the same action with respect to this request as we have anticipated taking in the event a request is received to take space in the National Republican Convention booklet. Presume also the Western Passenger Association will consider the matter. Have you had any advice that it has been so considered, and do you agree that we should decline the request? Undoubtedly the roads represented in the contributions committee will agree to stay out, but I will defer taking the matter up with them until I get your reaction.

Third Sheet

135

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

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

Dear Sir:-

Replying to your letter of the 4th instant, in regard to the difference of opinion which your traffic people have with the McCormick Steamship Company with respect to division of rates:

We are willing that the S.P.& S. should bring friendly suit against the McCormick people if you are satisfied that you have a valid claim.

Yours very truly,

GREAT NORTHERN RAILWAY COMPANY,

By (Sgd) Ralph Budd
President

NORTHERN PACIFIC RAILWAY COMPANY,

By _____
President

136

Paid

x

St Paul Minn April 18 1928

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

Application has been made to us for location for International Harvester Company at StCloud on property in rear passenger depot Area of site is forty five thousand square feet which will be entirely occupied by warehouse estimated to cost one hundred forty thousand dollars Term of lease thirty years with option of renewal for further thirty years Rental for first five years two hundred fifty dollars per year which is eight percent on value of property Harvester Company now located on Great Northern tracks and traffic department extremely anxious to have lease approved as it is expected Harvester Company will handle several hundred carloads business per year large share of which would move via our line To make site available and give trackage comparable with that which Harvester Company now has on Great Northern property will involve expenditure of four thousand dollars which is to be assumed by railway company Lease recommended by traffic and operating officers Harvester Company desire to have reply given them tomorrow Have told Watson we could not get formal action until next meeting but if you approve lease on terms named Harvester Company would be satisfied to go ahead with understanding that final approval of board must be had before lease is executed.

J H Poore

137

Paid

12 noon

Saint Paul Minn Apr 18 1928

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

Talked with General Agent Smith Minneapolis this morning about Mrs Schenker Minneapolis people are working on question of employment and while nothing definite has been worked out Smith says they are hopeful of accomplishing desired result
R W Clark is keeping in touch with situation personally and is considering possibility of finding something for her in traffic department organization D-5

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

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

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

Thank you for your answer by notation to my letter of April 16.

I do not want to appear intrusive in injecting myself into this question, but I am very much interested, as you are, in being certain that we are making the best use of Mr. Melaney; also, as you know, I am interested in him. I saw him for a few moments yesterday and took occasion to make some inquiries about the Pittsburgh Coal Company banquet on the 14th, and what he told me confirms information which had previously reached me as to the character of the occasion. I presume he has told you about it. Incidentally, I understand that the Pittsburgh Coal Company had little or no direct connection with the occasion, although my information may not be correct. In any event I am satisfied that there was nothing in it of advertising or publicity value for the Northern Pacific. For that reason and the reason that I have learned of other engagements made for Mr. Melaney where conditions turned out to be somewhat similar to those on Saturday night, I venture the suggestion that a pretty thorough investigation should be made before making engagements for Mr. Melaney where it is not entirely clear what the arrangements are to be. I know, of course, that it is not possible for you personally to look into every invitation because some of them are handled during your absence. The thing that disturbs me is the possibility of Mr. Melaney being classed as a cheap and ordinary entertainer; such a reputation not only is not good for him but is not good for the Northern Pacific, and I have heard some comment to this effect.

I think it desirable to maintain Melaney's reputation as keeping all dates that are made, just as you do, but I think it should not be done at the expense of his reputation as a

high grade singer. His personality, ability to sing, and his resourcefulness equip him, in my judgment, to take his place in any first-class program, and I think the Northern Pacific should support him to the extent of booking him for only the best programs.

I am not unmindful of the fact that this is largely a traffic department matter but, after all, all of us are working for the Northern Pacific, and that is my justification for presuming to offer these suggestions.

(Signed) E. M. WILLIS

320 pm

139

Saint Paul April 18 1928

R J Tozer
Seattle

Henry W Ley of Saint Paul is due Seattle on 402 Friday morning twentieth and will leave same morning on No 2 for Saint Paul Please wire me what space he will occupy D-6

E M Willis

140

April 18, 1928.
B-6

Dear Sir:

This will acknowledge receipt of your letter of April 16 enclosing statement of purchases of fir lumber from your company by the Northern Pacific and Great Northern Railway Companies during the month of March 1928.

Very truly yours,

(Signed) CHARLES DORWIN

P

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

141

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

Mr. J. C. Woodworth,
Vice President.

During the month of March 1928 the Northern Pacific purchased from the Oregon-American Lumber Company a total of 252,663 feet of fir lumber while the Great Northern purchased 72,978 feet. Our purchases to date total 4,874,278 feet, while those of the Great Northern total 4,805,910 feet.

P

142

April 18, 1928.
E-8

My dear General:

Your letter of Friday, April 13, requesting additional prints of Sylvan Lake:

The passenger department today advised me that the negative had been purchased by a studio in Berkeley, Cal., but since the studio is now out of business we are unable to obtain additional prints.

With kindest personal regards,

Sincerely yours,

(Signed) F. W. DeGUIRE

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

143

St.Paul, Minn., April 18, 1928.
E-8

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

Please include the attached list of newspapers in the off-line newspaper list which you have; on the same list also change the Nashville, Tenn. Banker to the Nashville Tenn. Banner.

(Signed) F. W. DeGUIRE

Enclo

144

St.Paul, Minn., April 18, 1928.
E-8

Miss Maloney:

I am handing you herewith two photographs of Howard Melaney which Mr. Melaney said you could use in the second floor studio.

(Signed) F. W. DeGUIRE

Enclo

St.Paul, Minn., April 18, 1928.
E-8

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

Have those in charge of the bookings for Howard Melaney been informed of our understanding of April 1 that all publicity should be cleared through this office to avoid duplication, and that bookings should not be finally concluded until check has been made with this office? I understand now that Mr. Melaney has definite engagements for Monday, Tuesday, Wednesday, Thursday, and Friday nights and that booking is being arranged for Saturday night. I have not been informed of any of these new bookings.

(Signed) F. W. DeGUIRE

146

April 18, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 14, enclosing SP&S AFE 4985 for moving turnout and extending siding at Klickitat, Washington, at an estimated cost of $347:

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.

147

St. Paul, Minn., April 18, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I enclose letter from the Railway Age, dated April 16, together with certain data compiled some years ago regarding repair facilities at various points along our line. Will you please arrange to have this data revised to show this situation as it exists at the present time and forward to me for transmittal to the Railway Age?

encl.

148

Paid

3 pm

St Paul Minn Apr 19 1928

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

Car eleven is here and will be available for Mr Elliott's

proposed trip D-7

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

April 19, 1928.
S-6

My dear Mr. Loree:

I have just received, with your compliments, a copy of the annual report of The Delaware and Hudson Company for the year ended December 31, 1927, for which please accept my thanks.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. L. F. Loree, President,
The Delaware & Hudson Company,
New York City, N.Y.

150

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

Mr. J. G. Woodworth,
Vice President.

Attached is a copy of a letter addressed to me under date of April 17 by Mr. Jesse Andrews about a proposed new coach train between Portland and Seattle. What can I say to Mr. Andrews in answer to his letter?

(Signed) CHARLES DONNELLY

Encl.

151

April 19, 1928.
S-3

Dear Sir:

Your letter of April 17 to Mr. Donnelly, about a proposed new coach train between Portland and Seattle, is received during his absence; it will be brought to his attention upon his return within the next few days. In the meantime I am asking our traffic department officers to give consideration to your suggestion in the event such a train is to be put into operation.

Very truly yours,

(Signed) E. M. WILLIS

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

152

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

Mr. J. G. Woodworth,
Vice President.

I have your letter of April 18 in regard to our office location at Buffalo, and this will be your authority to arrange for space on the mezzanine floor of the Ellicott Square building, at a rental of $150 per month.

(d) CHARLES DONNELLY P

cc—

Mr. R. H. Relf,
Assistant Secretary.

153

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

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

Confirming our conversation today:

It is understood that car 11 will be available for Mr. Elliott's proposed trip, leaving Chicago April 28 and lasting about ten days.

(Signed) E. M. WILLIS

154

April 19, 1928.
S-6

My dear Mr. Clift:

I thank you for sending me a copy of the annual report of the Illinois Central Railroad Company for the year ended December 31, 1927, and shall be pleased to send you a copy of our report as soon as it is ready for distribution.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

155

Paid

1040 am

St Paul Minn April 19 1928

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

Your letter seventeenth Christofferson traveling alone D-7

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

154

April 19, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of crop report No. 2, dated April 18, prepared by the Van Dusen Harrington Company of Minneapolis.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

156½

St. Paul, Minn., April 19, 1928. K5

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of April 18 about the estimated cash requirements of the Twin City Belt Railway Company for the next twelve months:

I have signed, as President, Twin City Belt Railway Company notes dated May 1, 1928, payable on demand and bearing interest at 6% per annum, as follows:

No. 64 Northern Pacific Railway Company	$6,000.00
No. 65 Great Northern Railway Company	6,000.00
No. 66 Chicago, Burlington & Quincy RR. Co.	6,000.00.

157

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

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of the 18th instant and approve of sale to the Lehigh Briquetting Company of 9.885 acres of land in Section 17-139N-95W, North Dakota, for a consideration of $1,235.63.

(Signed) CHARLES DONNELL

158

Paid

9.50 AM

St Paul Minn April 19 1928

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

Coman wires you eighteenth instant he has advice from Turner based on conversation latter had with Leach Vice President Kerr Gifford that they will purchase Portland Flour Mill site on east side.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

1,59

Paid

9.15 AM

St Paul Minn April 19 1928

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

In February you authorized subject to board approval twenty five year lease to International Harvester Company for site at StCloud This concern now located Great Northern tracks and our traffic people very anxious to secure them Plans contemplate erection warehouse to cost one hundred forty thousand dollars Last year they handled twenty two cars our line two hundred nineteen Great Northern If located our tracks they would expect to move two hundred cars our line with estimated revenue ten thousand dollars Because of large investment Harvester Company desire thirty year lease with option to renew for further thirty years in place of twenty five year lease we offered them rental for first five years equal to eight percent on value To provide site it will be necessary for us to change location some of our facilities and to bear expense track to serve warehouse total cost estimated four thousand dollars Harvester people have asked for immediate decision as they are anxious to have plans for warehouse commenced at once Operating as well as traffic officers approve Watson thinks may be possible to secure some reduction in option period but is not certain Do you approve lease and track construction subject final approval board.

Charge NPRyCo
Exec Dept

J H Poore

160

Paid

x

St Paul Minn April 19 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Mr Woodworth wires you today from Chicago quote while dudmadam and dudmenial have expressed willingness to join in plan for

congealing community office if all roads included I believe they really want an independent office and are depending on

refusal of barnyard to join in plan proposed by Metropolitan Building Company which includes abandonment of barnyard

independent office with complete indemnity I think bastant would be much embarrassed if barnyard consented to this plan or showed any disposition to favor it end quote.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

April 19, 1928. A4

Dear Mr. Wallace:

Referring to my letter of March 9, in regard to contracts covering trackage matters on the Cuyuna Range:

Have your people had an opportunity to go into this matter, and will you be in a position in the near future to send me revised draft of contract covering our use of your tracks?

Yours very truly,

(Signed) J. H. MOORE

Mr. A. E. Wallace,
Vice President and General Manager,
M. St.P. & S.Ste. M. Railway Co.,
Minneapolis, Minn.

16

St. Paul, Minn., April 19, 1928.
K5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of April 16 and my letter to Mr. Elliott of the same date, copy attached, about proposed sale of certain Northwestern Improvement Company timber in King County, Washington, to the High Point Mill Company for a consideration of $30,000:

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

(Sgd) CHAS. P. ELLIOTT.
P

encl.

cc-Mr. R. H. Relf

163

St. Paul, Minn., April 19, 1928. K5

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

Referring to my letter to Mr. Elliott of April 3 recommending issuance of a new twenty year lease to the Tacoma Veneer Company covering Lots 12 to 16 inclusive, in Block 59, Tacoma Tide Lands:

The issuance of a twenty year lease on the basis recommended was approved at a meeting of the Board of Directors held April 18, 1928, and you are authorized to complete the transaction.

St. Paul, Minn., April 19, 1928.
K5

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 proposed issuance 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 line:

The granting of a permit to the Power Company on the basis outlined was approved at a meeting of the Board of Directors held April 18, 1928.

(Signed) CHARLES DONNELLY.P

165

St. Paul, Minn., April 19, 1928.
K5

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

Referring to my letter to Mr. Elliott of April 9, copy of which was sent you, about proposed ten year lease to the Washington Berry Growers Packing Corporation covering a berry warehouse at Sumner, Washington:

The issuance of a lease as recommended was approved at a meeting of the Board of Directors held April 18, 1928.

(Signed) CHARLES DONNELLY

P

164

St. Paul, Minn., April 19, 1928.
K5

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

Referring to your letter of April 16 about the necessity for acquiring additional property near Riparia, Washington for gravel pit purposes:

For your information at a meeting of the Board of Directors held April 18, 1928 a resolution was passed authorizing the acquisition of such land as is deemed necessary. Certified copies of the resolution will be sent you in due course.

(Signed) CHARLES DONNELLY
P

cc-Mr. R. H. Relf

When minutes of Board meeting of April 18 are received will you please furnish Mr. Watson with certified copy of resolution with respect to acquiring additional property near Riparia for gravel pit purposes.

167

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

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

I attach copy of Mr. Donnelly's letter to me of the 17th instant in regard to the Pursglove lease matter. I will keep this matter in mind at the time we are considering our coal purchases for this year and assume that you will have it in mind also. I am not saying anything to Mr. Kyle about it at the present time, as it does not appear to be necessary to do so.

(Signed) J. H. POORE

encl.

168

April 19, 1928. A4

Dear Mr. Turner:

Referring to your letter of the 3rd instant, with respect to granting trackage rights to the Neils Lumber Company:

In view of the objection of the Lumber Company to the naming of any minimum with respect to this matter, I am willing to approve a rate of $1.50 per train mile.

Yours very truly,

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

cc-Mr. Ralph Budd.

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

Dear Mr. Andersen:

I have your wire of the 17th instant in regard to Red Lodge No. 4 washed coal for the Park Companies.

Mr. W. M. Nichols was here today and stated that the reason they desire the coal at the present time is to enable them to do the hauling which it will not be possible to do later. He is very appreciative of the action taken and hopes that we will be able to ship another car to him at an early date. Will you please advise me when you will be able to do this?

Yours very truly,

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

x

170

Frank 602

New York, N. Y., April 19, 1928.

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

Your wire date about lease to International Harvester Company St. Cloud. Thirty year lease with option to renew for further thirty years on terms proposed is approved. Also approve change in location our facilities and bearing expense of track to serve warehouse at total estimated cost four thousand dollars. Matter will be put before our Board at next meeting.

Charles Donnelly.

x

121

Frank 602

New York, N. Y., April 19, 1928.

W. M. Nichols,
C/o A. Cotsworth, Jr.,
C. B. & Q. Railroad Co.,
547 W. Jackson Blvd.,
Chicago, Ill.

I return to Washington tonight and may be there over Sunday but cannot say for certain now. Will probably know tomorrow and will wire you further.

Charles Donnelly

172

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

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

Referring to your letter of the 19th instant to Mr. Donnelly and to our conversation with respect to proposed lease to the International Harvester Company at St. Cloud:

I am in receipt of a telegram from Mr. Donnelly in which he authorizes a lease to the Harvester Company for a term of thirty years, with option to renew for a further thirty years, on terms proposed. He also approves the change in location of our facilities and the construction at our expense of the track to serve the new warehouse. Authority to make the lease is subject to final approval by the Board.

In line with our conversation, I understand you will endeavor to reduce the option period from thirty years to twenty years. This will mean that the property will not be tied up for a longer period than fifty years, which is the maximum period for which we are making leases of right of way.

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

173

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

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

In accordance with your letter of the 19th instant, I return herewith lease to the Leo S. Ross Construction Company for Lots 1 and 2 in Block "C", Town of North Yakima, which Mr. Bunn has executed for the Railway Company.

(Signed) CHARLES DONO

encl.

174

April 19, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Hughes' letter to me of the 18th instant, in regard to a coal mining lease to the Dale Coal Company covering the old Ravensdale property. These people already have a lease for part of the property and under the proposed new lease the area covered will be substantially increased. The royalty rate remains the same and the minimums which we will receive under the new lease are the same as those which we now receive.

Our main interest is, of course, to have this property operated and furnish freight revenue for the Northern Pacific. I therefore concur in the recommendations of Messrs. Hughes, Andersen and Plummer that the area covered by the lease be increased to the extent suggested, and shall be glad if you will have the usual action taken at the next meeting of the Board or Executive Committee. If the lease is favorably recommended, I will have formal action taken at the next meeting of the Board or Improvement Company to be held in St. Paul.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

175

X

Paid

450 pm

Saint Paul Minn Apr 19 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

May we join Great Northern in authorizing SP&S to advance sixteen thousand dollars to Ruth Realty Company account first half nineteen twenty-seven taxes Yerrek timber tracts in Oregon due May fifth Stop These taxes are handled in this way each year D-S

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

176

Paid

2.45 PM

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

B W Scandrett
c/o LaSalle Hotel
Chicago Ill

President expects remain in Washington at least until Sunday.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

177

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

Dear Mr. Gemmell:

Replying to your letter of the 13th instant, received today, and returning letter you received from the Railway Age with respect to publication of annual reports in that paper:

In the past few years the Northern Pacific has published its annual report in condensed form in the Railway Age and I assume that we will probably do the same thing this year, although that is not yet definitely decided. Of course the M.& I., having only two stockholders, does not make an annual report similar to those made by railway companies whose stock is widely held. I agree with you that there is no reason for publishing the report and there are some reasons why it should not be published.

Yours very truly,

(Signed) J. H. POORE

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

encl.

178

Paid

230pm

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

Charles Donnelly
Care New Willard Hotel
Washington DC

Message about mail received and understood.

A M Gottschald

Charge NPRyCo
Executive Dept

179

Paid

135pm

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

Charles Donnelly
Care New Willard Hotel
Washington DC

W B Storey wires from Chicago today as follows Quote The legal committee is ready to report and would like to meet with our committee as early as possible. I suggest Monday April thirtieth or Wednesday May second at New York for meeting. Which date will best suit your convenience End quote.

A M Gottschald.

Charge NPRyCo
Executive Dept

150

St. Paul, Minn., April 20, 1928.
K5

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

Referring to your letter of March 19 advising that the Cottingham lease at Billings has been assigned to the Ryan Fruit Company and recommending an increase in the liability as provided in the recapture clause of from $12,000 to $24,000:

Your recommendation for increasing our liability as indicated is approved.

St. Paul, Minn., April 20, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I have your letter of April 19 and approve the leasing of two track miles of third 56-lb. rail with angle bars to the Buckley Logging Company for use near Buckley, Washington, under the usual terms of twelve per cent per annum on a valuation of $40.00 per ton.

cc-Mr. R. W. Clark

182

St. Paul, Minn., April 20, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I enclose letter from Mr. R. H. Aishton, President, American Railway Association, dated Washington, April 17, calling for certain information for use in connection with the mechanically operated fire door case before the Interstate Commerce Commission. Your attention is called to the request that this information be in Washington not later than April 29 and I shall be glad if you will have the data submitted to this office for transmittal at the earliest opportunity.

We have already advised the General Counsel of the American RailwayAssociation that Mr. B. P. Johnson, Mechanical Superintendent, will represent this company at the hearing, and I assume that you will arrange to have present such witnesses as you think desirable in line with suggestion contained in Mr. Aishton's letter.

encl.

(Signed CHARLES DONNAN)
P

cc-Mr. F. D. McCarthy

183

April 20, 1928.
K5

Dear Sir:

This will acknowledge receipt of your letter of April 19 suggesting, if we have not already done so, the desirability of requiring the builders of buses or trucks that we may purchase to fully protect the company against any possible patent litigation on account of the use or sale of such vehicles.

I thank you for calling this matter to our attention.

Very truly yours,

(Signed) CHARLES DONNELL

P

Mr. George S. Payson,
General Counsel and Treasurer,
Western Railroad Association,
400 North Michigan Avenue,
Chicago, Illinois.

St. Paul, Minn., April 20, 1928.
K5

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

Referring to your letter of April 19 submitting proposed lease to the Washington Berry Growers Packing Corporation for berry warehouse at Sumner, Washington:

I return the lease to you duly executed on behalf of the Railway Company.

encl.

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

K5

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

Referring to your letter of April 19 submitting proposed lease to the Tacoma Veneer Company covering Lots 12 to 16 inclusive, in Block 59, Tacoma Tide Lands:

I return lease to you duly executed on behalf of the Railway Company.

encl.

184

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

K5

Mr. F. E. Williamson,
Vice President.

I enclose for your information copy of a letter from Mr. G. S. Payson, General Counsel, Western Railroad Association, about the question of requiring the builders of buses or trucks that we may purchase to protect the company from any possible patent litigation on account of the use or sale of such vehicles.

encl.

cc-Mr. D. F. Lyons

187

April 20, 1928. K5

Dear Sir:

Your letter of April 18 to Mr. Donnelly about use by this company of Franklin Lubricating oil has been received during his absence from the city. The date of Mr. Donnelly's return to the city is indefinite, but your letter will be brought to his attention at the first opportunity.

Yours very truly,

(Signed) L. M. POORE

Mr. Jas. E. Watson, Jr.,
The Franklin Railway Oil Company,
Railway Exchange, Chicago, Ill.

April 20, 1928.

My dear Mr. Elliott:-

The Builders Supply Company, Inc. make application for a fifteen year lease covering that portion of our water front property at Everett margined by red lines on the attached plat; the lease if granted to reserve to the Railway Company the right to cancel on ninety days' notice the southerly 50 ft. of the premises should we require the same for railroad purposes.

There are certain underlying leases from the Railway Company and the lease to the Builders Supply Company will be made subject to the rights granted by the Railway Company to these underlying lessees, which leases are of a temporary character and will be assigned by the Railway Company to the Builders Supply Company.

The Builders Supply Company own and operate a sash and door factory at Everett and handle building materials and will construct improvements on the premises costing about $25,000 and use the same for sand and gravel bunker and for storing and handling building material and fuel.

The advantage in making the lease to the Builders Supply Company is that it will increase our rental and we will form an alliance of some importance to the Traffic Department.

The lessee will pay a rental of $1,980.00 per year for the first five year period of the lease, which is 6% on the full rental value of the property. There will be the usual revaluation for each five year period thereafter, lessee to pay taxes and assessments.

The application is approved by the various traffic and operating officers and I recommend completion of the lease on the terms outlined in the attached report. Will you please have this proposed lease submitted for formal approval at the next meeting of the Board or Committee?

Yours very truly,

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

789

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

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

Referring to your letter of March 15 about westbound traffic for the Soviet Government of Russia moving via Seattle:

Have there been any developments in this matter since that time?

(Signed) B. O. JOHNSON,

190

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

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

I have made no acknowledgment of letter from Mr. Howard Toole, of Missoula, about subscribing to the Missoula Chamber of Commerce, about which I wrote you on April 13. Will you be able soon to give me your recommendations?

191

St. Paul, Minn., April 20, 1923.
8-3

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

Think you have heard me speak of R. W. Vincent, Railroad Editor of The Wall Street News in New York. In any event, he has been in the newspaper work for a great many years and has enjoyed the confidence of most of the prominent business men in New York City. He has been particularly friendly and helpful in New York in handling news about the Northern Pacific and for several years we have favored his paper with a small amount of traffic department advertising. As an advertising medium The Wall Street News perhaps is not of great value, and the small amount of copy we have given that paper has been in recognition of Mr. Vincent's work in other directions. He has written me asking if he may expect some copy this year. I think we are justified in continuing the past arrangement and I hope you can approve it. It amounts to a very small sum.

(Signed) L. M. WILLIS

1927

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

Mr. F. E. Williamson,
Vice President.

Answering your letter of April 16:

If you are satisfied that the proposed work on the Y.M.C.A. building at Brainerd, estimated to cost $210 for labor and material, is necessary, you may arrange to have it done by company forces.

193

X

Paid

5 pm

St Paul Minn Apr 20 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Oregon Electric requires fifty thousand dollars to pay taxes of thirty-two thousand dollars due May fifth and operating expenses of eighteen thousand May we join Great Northern in authorizing SP&S to make this advance Similar advance was made last October D-8

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

194

April 20, 1928.
B-3

Dear Mr. O'Brien:

I have received your letter of April 17 and have also received the bound volumes and other material that were sent under separate cover.

I appreciate your proposal to have me retain this material with your compliments. I do not think I should do so, and after it has been examined and due consideration given your proposal to sell your course of training to Northern Pacific employes, I will have the books returned to you with advice as to our conclusions.

Very truly yours,

(Signed) E. M. WILLIS

Mr. J. V. O'Brien, Vice President,
Railway Training Institute,
154 East Erie Street, Chicago, Ill.

195

St. Paul, Minn., April 20, 1928.
S-6

Dear Sir:

I return herewith M&I Railway Company traffic department file No. 87-E in regard to rate on wood pulp from Bemidji to Fort Frances.

Very truly yours,

(Signed) J. H. POORE.

Encl.

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

146

April 20, 1928.
S-S

My dear Mr. Taussig:

I acknowledge with thanks receipt of copies of the annual reports of the Wabash Railway Company and The Ann Arbor Railroad Company for the year ended December 31, 1927.

Very truly yours,

(Signed) CHARLES DONNELLY.
Jr

Mr. J. E. Taussig, President,
Wabash Railway Company,
St. Louis, Missouri.

197

April 20, 1928.
B-8

My dear Mr. Elliott:

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

Very truly yours,

(Signed) CHAS. H. DONNELLY

Encl.

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

198

St. Paul, Minn., April 20, 1928.
S-6

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

Referring to my letter of March 10 to Mr. Elliott:

I enclose copy of Mr. Elliott's letter to me of April 18 transmitting duly executed release of property in the City of Seattle sold to H. M. King for a consideration of $1052.

(Signed) CHARLES DONNELLY.

Encl.

199

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

Mr. F. E. Williamson,
Vice President.

On March 30 I sent you file of papers with respect to using plate glass in new gas-electric cars we are purchasing. Can you now advise me what reply should be made to Mr. Judson's letter of March 24?

(Signed) B. O. JOHNSON.

200

At Washington, D. C.,
April 20, 1928. D1

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

Please note the enclosed and talk with me about this.

I obtained from you a very definite impression that the banana shipments of the United Fruit Company between Portland and Spokane were being routed against us.

Signed-Charles Donnelly

encl.

200½

April 20, 1928.
S-3

My dear Mr. Mayor:

Your letter of March 20 was received during my absence from Saint Paul; it was acknowledged by my assistant on March 23. In the meantime your suggestion has been before our traffic department officers for consideration. Since receiving their report the conclusion has been reached that the Northern Pacific would not be warranted in making, at Chicago, an exhibit such as you have suggested.

Very truly yours,

(Signed) CHARLES DONNELLY

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

x

201

Frank 602

Washington,D.C., April 20, 1928.

W. M. Nichols,
C/o A. Cotsworth, Jr.,
C. B. & Q. Railroad Co.,
547 W. Jackson Blvd.,
Chicago, Ill.

Expect now that I will be in Washington at New Willard Hotel over Sunday.

Charles Donnelly

201½

April 20, 1928.
S-8

My dear Mr. Schumacher:

I appreciate very much your courtesy in sending me a copy of the annual report of The Denver and Rio Grande Western Railroad Company for the year ended December 31, 1927.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Thomas M. Schumacher,
Chairman of the Board,
The Denver & Rio Grande Western RR Company,
120 Broadway, New York City.

202

At Washington, D. C.,
April 20, 1928. D1

Dear Mr. Turner:

Your personal letter of April 14 about the Klamath Falls celebration has been forwarded to me here.

I see no objection to your arranging for whatever train movement is necessary or whatever arrangement as to fares may be necessary to making the celebration a success.

Very truly yours,

Signed-Charles Donnelly

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

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

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

I would like to be able to send an answer to the wire from Jesse H. Jones, of Houston, Texas, quoted to you in my letter of April 18 about advertising in the souvenir booklet to be issued by the Democratic National Committee. As it has been agreed to stay out of the program of the National Republican Convention, we should I assume stay out of the Democratic program.

(Signed) E. M. WILLIS

203

April 20, 1928.
S-3

Dear Sir:

I have received your letter of April 14 suggesting the publication of the Northern Pacific annual report for 1927 in The Stock Exchange Gazette.

We have not felt warranted in publishing our annual report in any publication outside of the United States and, in fact, in this country its publication has been confined to two publications nationally and internationally circulated. Under the circumstances, therefore, I am unable to make a favorable response to your suggestion.

Very truly yours,

(W. C. Harris Dorsey)

Mr. Ernest E. Shepard,
Manager for the United States,
The Stock Exchange Gazette,
St. Catherine and Stanley Streets,
Montreal, Quebec.

203½

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

Mr. F. E. Williamson,
Vice President.

I enclose copy of a letter received in Mr. Donnelly's absence from James E. Watson, Jr., of the Franklin Railway Oil Company, about the use of Franklin lubricating oil. The letter will be brought to Mr. Donnelly's attention upon his return, but we would like to have, for his information, your recommendation as to what reply should be made to Mr. Watson's suggestion.

(Signed) J. H. [illegible]

encl.

204

April 20, 1928.
S-6

Dear Sir:

Please send me six additional copies of blank form for reply to circular No. 2712, being report of freight cars owned, cost and maintenance for the years 1926 and 1927.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

205

St. Paul, Minn., April 20, 1928.
3-6

Mr. F. W. Sweney,
Comptroller.

I enclose herewith copy of American Railway Association circular No. 2712 requesting information as to freight cars owned, cost and maintenance for the years 1926 and 1927. Will you please have this information compiled and sent to me in triplicate?

(Signed) CHARLES DONNELLY Jr

Encl.

St. Paul, Minn., April 20, 1928.
3-3

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

In talking with Mr. Sweney I told him that we would permit Mr. D. J. Wier, of the Auditor Passenger Receipts' office, to solicit chief clerks in the building for contributions to the Ramsey County Sunday School Association. As you know, we have done this in years past but last year for some reason the matter was not taken up for the customary authority.

207

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

Mr. A. W. Thomson,
Superintendent Dining Cars.

In accordance with our telephone conversation yesterday I told Mr. Sloan, Secretary of the Northern Pacific Veterans' Association that, in connection with the annual meeting of the Association to be held in Tacoma on July 14, the Northern Pacific would grant concessions as follows for meals on dining cars:

$ .75 club breakfast for	$.60
1.00 luncheon for	.80
1.50 dinner for	1.25.

Also employes' rates at lunch rooms.

I assume you and Mr. Sloan will agree on whatever form of identification will be recognized by dining car stewards and at lunch rooms to entitle veterans to these concessions.

cc—

Mr. T. R. Sloan, Secretary,
Northern Pacific Veterans' Ass'n.

208

April 20, 1928. K5

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of your letter of April 18 returning for cancellation Northern Pacific annual pass No. A-744. Your letter will be brought to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(Signed) E. M. WILLIS

Mr. Walter J. Hill, President,
Hill Cattle Corporation,
Livingston, Montana.

April 20, 1928.
K5

Dear Mr. Gay:

I acknowledge receipt of your letter of April 18 enclosing list of items submitted to the Board of Directors at meeting held that date, together with list of blanket authority AFE's reported to the Board as information.

Yours very truly,

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

710

Frank 602

7 AM

Washington, D. C., April 20, 1928.

E. M. Willis,
Executive Assistant,
Northern Pacific Railway Co.,
St. Paul, Minn.

Your wire yesterday. All right to advance money account first half nineteen twenty-seven taxes Yerrek timber tracts.

Charles Donnelly

211

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

Dear Sir:

We have your letter of April 16, and approve of the SP&S Railway Company advancing to the Ruth Realty Company $16,633.67 to pay the first half of the 1927 taxes on the Yerrek timber tracks in Clatsop and Tillamook Counties, Oregon, due May 5.

Very truly yours,

GREAT NORTHERN RAILWAY COMPANY

By ~~(Signed) Ralph Budd~~ President.

NORTHERN PACIFIC RAILWAY COMPANY

By (Signed) CHARLES DONNELLY President.

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

4/12

April 21, 1928.
S-6

My dear Mr. Elliott:

I enclose copy of progress report on the Glendive-Redwater sales campaign for the period March 16th to 31st, inclusive.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

x13

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

Mr. F. E. Williamson,
Vice President.

Please arrange to attach business car 10 to train No. 3 leaving Saint Paul Sunday, April 22, for Livingston. Car will be occupied by Mr. W. F. Every and party. Mr. Every and party will vacate the car at Springdale. On arrival at Livingston car should be returned deadhead to Saint Paul on first convenient train.

(Signed) CHARLES DONNELLY

cc—

Mr. S. Zwight,
Gen. Mechanical Supt.

214

Paid

1214 PM

St Paul Minn April 21 1928

C D Mahaffie Director
Interstate Commerce Commission
Washington D C

Your wire twentieth to Mr Donnelly about White Pine Hill highway matter finance docket six three six seven received during his absence Stop Mr Stevens Chief Engineer has wired fully to our Mr Lyons who is in Washington and he will give you complete information D-9

E M Willis
Executive Assistant

Charge: Nor Pac Ry Co
Executive Dept

215

April 21, 1928.
S-3

Dear Sir:

Your letter of April 16 to Mr. Donnelly is received during his absence in New York and Washington; the letter will be called to his attention, however, within the next few days.

Very truly yours,

(Signed) E. M. WILLIS

Mr. Fentress Hill,
2905 Russ Building,
San Francisco, California.

April 21, 1928.
S-3

My dear Sir:

Your letter dated San Francisco April 16, and addressed to Mr. Donnelly, has been received during his absence in New York and Washington; it will be called to his attention within the next few days.

Very truly yours,

(Signed) E. M. WILLIS

Mr. Arthur Curtiss James,
99 John Street,
New York City, N.Y.

n17

April 21, 1928. KS

Dear Sir:

In Mr. Johnson's absence I acknowledge receipt of your letter of April 19 inviting him to make a talk at the May meeting of the Engineers' Club of Northern Minnesota at Nashwauk on May 12.

Mr. Johnson's absence from the office has been due to illness and as his return is very indefinite it may be that you will desire to make other plans for a speaker. However, your letter will be brought to Mr. Johnson's attention at the first opportunity.

Yours very truly,

Mr. L. C. Moore,
Box 1596,
Hibbing, Minnesota.

218

St. Paul, Minn., April 21, 1928.
K5

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

Referring to your letter of April 20:

I return deed duly executed on behalf of the Railway Company quitclaiming to Marie Grieve certain property at Jamestown, North Dakota, for a consideration of $400.00.

P

encl.

719

St. Paul, Minn., April 21, 1928. K5

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

Referring to your letter of April 20 submitting proposed deed to John Graff conveying 5.17 acres of unused right of way on the Streeter-Dawson survey for a consideration of $25.85:

I return the deed to you duly executed on behalf of the Railway Company.

encl.

220

St. Paul, Minn., April 21, 1928. K5

Dear Sir:

We have received the photograph referred to in the enclosed copy of letter from Peter Sorenson to W. E. Bennett at Livingston, Montana. This is an interesting relic and we are glad to have the photograph for exhibition in the Veteran's Association headquarters at St. Paul.

Please express to Mr. Sorenson our appreciation for his interest in this collection.

Yours very truly,

Mr. F. Brastrup,
Superintendent,
Livingston, Montana.

April 21, 1928. K5

Dear Sir:

This will acknowledge receipt of your letter of April 10, together with Time Book and Seal Record Book used in the early eighties. These are indeed interesting relics and we are pleased to have them for exhibition in the Veteran's Association headquarters at St. Paul, and I assure you your interest in the collection is appreciated.

Yours very truly,

Mr. J. M. Jenny,
665 McLean Avenue,
St. Paul, Minnesota.

222

Paid

St Paul Minn April 21 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Message about mail received and understood.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

x

223

Frank 602

Washington, D.C., April 21, 1928.

E. M. Willis,
Executive Assistant,
Northern Pacific Railway Co.,
St. Paul, Minn.

All right to join with Great Northern in authorizing Spands to advance to Oregon Electric fifty thousand dollars for reasons stated your wire yesterday.

Charles Donnelly

224

x

Frank 602

Washington, D. C., April 21, 1928.

W. B. Storey,
President, AT&SF Ry Co.,
Chicago, Ill.

Your wire about meeting of Express Committee. Monday April thirtieth would best suit my convenience.

Charles Donnelly

x

Frank 602

Washington, D. C., April 21, 1928.

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

Your memorandum April seventeenth transmitting Hughes' letter of same date about sale of Commercial Building at Seattle. Sale to Sherman at price and on terms named is approved.

Charles Donnelly.

225½

At Washington, D. C.,
April 21, 1928. DI

Dear Mr. Elliott:

Referring to our conversation on the telephone last evening:

My talk with Secretary Kellogg added little to what we already knew about the situation, except that it showed a keen interest in the whole question on the part of Mr. Kellogg and a keen desire to be helpful to us. He told me that he had himself brought the question up with the Attorney General on Wednesday last, and that the Attorney General had then expressed a desire to talk further with him about it. On Thursday, the nineteenth instant, Secretary Kellogg gave a dinner to the Cabinet at his house, and after the other guests had departed the Attorney General remained and talked with Secretary Kellogg about the matter. He stated that the Secretary of Agriculture was pressing some rather extreme views and that he (the Attorney General) was disinclined to go along with them. He said further that much was being made by the Secretary of Agriculture over alleged frauds in connection with the classification of our mineral lands. Secretary Kellogg replied that he knew little about the merits of detailed questions, but had known the men responsible for the Northern Pacific management for many years and knew that the company's affairs had been honestly conducted, and that he disbelieved the stories of any fraud in connection with any part of the grant. Independently of this, however, he stated that all questions of that character could be tried out in a suit without a forfeiture being declared; that the sole ground on which a forfeiture could be declared was failure to complete within the required time, and that he thought it absurd to ground any such action upon any such default at this late date. He said that the Attorney General, without committing himself definitely, indicated a general concurrence in these views. Secretary Kellogg said further that I was free to call on him at any time to render any assistance that he possibly could.

We were told definitely yesterday that the bill which the departmental officers had drawn up for submission to the Joint Committee was placed in the hands of the Attorney General

on Wednesday last for his consideration, so I arranged yesterday afternoon to see the Attorney General this morning at ten o'clock. Before calling on him, however, I called on Solicitor General Mitchell. He told me that he had had no further conferences with anyone since I saw him on Monday last, but that on Wednesday there had been sent to him from the Attorney General's office a number of papers dealing with the whole matter, including a copy of the proposed bill and a copy of a memorandum from Mr. Danley, who has been the active man in the Department of Justice in the consideration of the whole question. The Solicitor General told me that as yet he had not had an opportunity even to read the bill. He said he thought that a copy of the bill ought to be delivered to us so that we could study it and be prepared to discuss it intelligently when we have our forthcoming conference with the Attorney General; and he authorized me to say to the Attorney General this morning that this was his view.

After seeing the Solicitor General and at ten o'clock this morning I called on the Attorney General. He stated that since he had seen me on Tuesday last the proposed bill had been delivered to him, but he said that he had referred it at once to the Solicitor General and had not himself examined it or given any further consideration to it. He said further that he did not feel he understood the question at all well, but he knew the Solicitor General did and that he was going to be guided very largely, if not almost entirely, by his judgment in the matter. I told him that I had just come from the Solicitor General's office and that he (the Solicitor General) had told me that he had not as yet had time to examine the bill. The Attorney General replied, "I know he is exceedingly busy and I feel that it is something of an imposition on him to throw this additional work on him, but I rely so much on his judgment that I feel I ought to have it in an important matter like this." I assured him that we were, of course, not crowding the matter, and that I would remain in attendance in Washington awaiting his pleasure, but that I thought it would be helpful all around if, before the conference which we were to have with him and the other representatives of the Department, we could be given a copy of the proposed bill so as to be studying it and be in a position to discuss it more intelligently than if our first view of it were to be had at the conference; and I added that I was authorized by the Solicitor General to say that this also was his view. He replied:

> "I don't know about that; if it could be said that anything was being proposed, what you and the Solicitor General say would doubtless be true, but it is not correct to say that anything is being

proposed or that anything will be proposed until it has had Mr. Mitchell's approval. At the present time nothing has been done except that Mr. Parmenter and Mr. Danley have submitted to me a proposed bill, and I do not think it ought to be put into the hands of anyone until Mr. Mitchell has examined it and given me his opinion about it."

This, then, is the way the matter now stands. It is, of course, very gratifying to me to find that the Attorney General is to be guided to such an extent by the views of the Solicitor General, because I know that he takes a lawyer-like and common sense view of the question of forfeiture; and whatever the outcome of the whole thing may be, I feel sure that his influence will be thrown in support of a common-sense piece of legislation the effect of which will be to submit the whole question to the courts.

The way the whole matter rests, it looks now as though I may be detained here for several days. I cannot tell when we will have our conference with the Attorney General. I am clear that it is my duty to remain here as matters now stand.

I will keep you advised of important developments.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

P. S. The foregoing should be considered as confidential. Please do not show this letter to any of our directors for the present.

C. D.

3756

At Washington, D. C.,
April 21, 1928. DA

Dear Mr. Drummond:

Mr. Elliott has forwarded to me your letter of April 14, asking for a contribution towards the work of the American Farm Congress.

While I appreciate the good work which the American Farm Congress is doing, I do not feel free at this time to increase the contributions which I, as an individual, am making, or which the Northern Pacific, as a company, is making towards movements of this character.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. W. I. Drummond,
Chairman, Board of Governors,
American Farm Congress,
Kansas City, Mo.

cc-Mr. Howard Elliott:

227

Frank 602

Washington, D. C., April 21, 1928.

R. C. Allen,
Vice President,
Oglebay, Norton & Co.,
Cleveland, Ohio.

Hughes has wired me your proposition to take Feigh ore in stockpile aggregating approximately seventy-one thousand eight hundred seventy-five tons at price three dollars sixty cents per ton fifty one decimal fifty metallic iron basis f.o.b. Lake Erie. This proposition is accepted. It is understood that if lease is surrendered all ore will be shipped out this season. If lease is not surrendered and you find it necessary to do so you are to have the right of leaving a part of the ore on premises.

Charles Donnelly.

228

x

Frank 602

Washington, D. C.,April 21, 1928.

J. M. Hughes,
Land Commissioner,
Northern Pacific Railway Co.,
St. Paul, Minn.

Your wire about sale Feigh stockpile. Have just wired Allen as follows quote Hughes has wired me your proposition to take Feigh ore in stockpile aggregating approximately seventy-one thousand eight hundred seventy-five tons at price three dollars sixty cents per ton fiftyone decimal fifty metallic iron basis f.o.b. Lake Erie. This proposition is accepted. It is understood that if lease is surrendered all ore will be shipped out this season. If lease is not surrendered and you find it necessary to do so you are to have the right of leaving a part of the ore on premises.End quote.

Charles Donnelly.

229

X

9.15 PM

St. Paul, April 21, 1928.

D. F. Lyons,
c/o New Willard Hotel,
Washington, D. C.

Director Mahaffie has wired Mr. Donnelly about White Pine Hill matter. Sto
After talking with Stevens have acknowledged in President's absence statin
Stevens had wired you fully and that you would give complete information
to Director. Stop. I have not wired Mr. Donnelly but think in view of
his being in Washington it would be well for him to know about it. If
you agree will you please tell him.

E. M. Willis

Charge Northern Pacific Ry. Co.,
Executive Department.

2/30

April 21, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Hughes' letter to me of the 20th instant, in which he recommends the issuance of a coal mining lease to R. D. Van Slyke et al., covering the SE¼ of Section 27 and the NW¼NW¼ of Section 35-13N-4E, Lewis County, Washington, lease to run for a period of fifteen years with a royalty rate of 25¢ per ton and a minimum annual payment until December 1, 1930 of $100 per year and thereafter $400 per year.

The coal underlying the lands described is owned by the Northwestern Improvement Company and I agree with Mr. Hughes that the proposed lease should be made. Will you please have the matter considered at the next meeting of the Board or the Committee and if favorable action is taken, I will have formal action taken by the Northwestern Improvement Company Board at the next meeting held in St. Paul.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

231

April 21, 1928.
S-7

Dear Mr. Lancaster:

In compliance with your letter of April 17 I am pleased to enclose herewith trip passes in favor or Mr. and Mrs. Samuel B. Mayfield, account Union Gospel Mission, Saint Paul to Vancouver, Washington, and return.

Very truly yours,

(Signed) CHARLES DONNELL

Encl.

Mr. J. L. Lancaster, President,
The Texas and Pacific Railway Company,
Dallas, Texas.

x

Frank 602

Washington, D. C., April 22, 1928.

R. C. Allen,
Vice President,
Oglebay, Norton & Co.,
Cleveland, Ohio.

My wire yesterday about Feigh ore. It is further understood as a part of your proposition that if ore is disposed of by you at higher price we will get benefit.

Charles Donnelly.

233

x

Frank 602

Washington, D. C., April 22, 1928.

J. M. Hughes,
Land Commissioner,
Northern Pacific Railway Co.,
St. Paul, Minn.

Supplementing my wire yesterday have wired Allen today as follows quote My wire yesterday about Feigh ore. It is further understood as a part of your proposition that if ore is disposed of by you at higher price we will get benefit. End quote.

Charles Donnelly

234

At Washington, D. C., April 22, 1928. D1

Mr. J. M. Hughes,
Land Commissioner.

Your memorandum of April 18 about the new lease to the Dale Company was transmitted to me here to be forwarded by me to Mr. Elliott with the attached letter.

I am not altogether satisfied with this proposition and should like to talk with you further about it before finally approving it.

(Signed) CHARLES DONNELLY.

encl.

235

At Washington, D. C.,
April 22, 1928. D1

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

I bring to your attention in the absence of Mr. Woodworth the enclosed newspaper clippings with regard to the construction of a paper mill at Astoria.

Are we in touch with this situation and with the people who are back of this enterprise?

(Signed) CHARLES DONNELLY.

encl.

At Washington, D. C.,
April 22, 1928. D1

My dear Walter:

I have been much interested in noting the reports of the very considerable development which your company is making at Corwin Springs, Montana. I believe that a resort such as you are proposing at this point will draw the patronage of the best kind of people, and that it gives excellent promise of success.

I want to assure you of our desire to co-operate with you to the extent to which the law permits us to do so in making it successful.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Walter J. Hill,
Hill Cattle Corporation,
Livingston, Montana.

cc-Mr. J. G. Woodworth:

437

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

Mr. J.M. Hughes,
Land Commissioner.

Referring to your letter of the 17th instant, in regard to the proposed sale of the Commercial Building at Seattle:

I approve the sale to Mr. Sherman on the terms named in your letter.

(Signed) CHARLES DONNELLY

238

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

Mr. J. G. Woodworth,
Vice President.

Referring to my letter of April 10, in regard to David Thompson memorial monument to be erected near Sand Point, Idaho:

Will you please let me have a reply to my letter as promptly as possible as I have not yet acknowledged receipt of the letter I received from Mr. Don C. D. Moore, of the Pend d'Oreille Pioneer Association.

(Signed) CHARLES DONNELLY

2 39

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

Mr. H. E. Stevens,
Chief Engineer.

I attach letter which Mr. Donnelly received from Mr. Budd with respect to proposed supplemental agreement between the Northern Pacific, Great Northern and First National Bank covering projection of the bank building above the elevation provided in the contract of April 27, 1915; also Mr. Fabian's letter of the 20th instant, in which he makes some comments on the contract.

Will you please let me have any comments you may have to make on this contract, and your views as to whether it should be executed.

(Signed) J. W. MOORE

encl.

240

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

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

I have noted and return herewith memorandum of matters discussed at your conference with Mr. Emmett Butler on April 14. To complete our file, I have had copies of the memorandum and attachments made.

(Signed) B. O. JOHNSON

encl

241

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

Mr. C. W. Bunn,
Vice President.

I attach two copies of a contract with the Travelers' Insurance Company covering commissions on insurance sold by agents. Will you please execute for the Railway Company and return to me.

(Signed) CHARLES DONNELLY

P

encl.

342

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

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

Herewith suggested letter to Mr. Smith which he may wish to read to the Jesters organization. I purposely have had it written on your letterhead.

(Signed) F. W. DeGUIRE

Enclo

243

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

Dear Sir:

We are sending you a story and photograph which you may wish to have Mr. Prosser submit to either the Times or the Post Intelligencer for exclusive use in Seattle.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. W. E. Coman,
Asst. to President,
Seattle, Wash.

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

Dear Mr. Gemmell:

I have your letter of the 20th instant, in regard to rental of locomotives and will, of course, be glad to have you discuss the matter with Mr. Donnelly at some convenient time.

While I would have liked to meet your views, I do not feel that I have authority to reduce the rental rate which you are now paying on "T" engines, and certainly I cannot see the logic of applying the rental paid on that class of engine on the purchase price of some other class. Of course, during the time the "T" engine is in your service you are wearing it out, and to restore it to the condition it was in when first rented to you would involve considerable expense which, as I understand your letter, you would not expect to bear.

In figuring our daily engine rental rate, we of course take into account not only the interest on investment but also the cost of repairs, depreciation and taxes, and as a matter of fact, the interest feature is one of the smaller items. About two-thirds of the daily rental rate is taken up with repair items.

I know that your power situation is becoming serious and I quite agree with you that some way should be found to provide you with adequate power and if possible sufficient of it to enable you to do away entirely with the rental proposition. If you are pretty sure that you will be able to use W-4 power on your line, how would it be to turn a "T" engine back to us and take a W-4 in place of it? The rental rate of a W-4, however, is $40 per day as against $33 for a "T", but we would certainly be able to apply the rental you pay on that engine against its purchase price.

Yours very truly,

(Signed) J. H. POORE

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

345

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

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

Were you able to locate the files about pension plan for the general office building joint power plant employes, and O. W. Connor, switchtender at Seattle, about which we talked a week or ten days ago?

(Signed) E. M. WILLIS

St. Paul, Minn., April 23, 1928.
9-3

Mr. D. F. Lyons,
General Counsel.

Referring to your letter of May 25, 1927, to Mr. Donnelly, recommending a contribution of $500 to the Idaho State Chamber of Commerce:

As a matter of information, the Great Northern has recently been solicited for a contribution and they have decided to send $500.

(Signed) E. W. WILLIS

247

St. Paul, Minn., April 23, 1928.
B-3

Mr. F. W. Sweney,
Comptroller.

Referring to my letter of April 14 giving some figures about coal consumption on the New Haven Road:

Will you let me have similar figures for the Northern Pacific as promptly as possible?

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

Dear Sir:

I acknowledge receipt of your letter of April 20, together with photograph of a train taken at Carbonado, Washington, in 1891. Thisis a very interesting photograph and I wish you would express to Brakeman Minsch our appreciation for his interest in this collection.

Yours very truly,

Mr. W. C. Showalter,
Superintendent,
Tacoma, Washington.

April 23, 1928. KE

Dear Sir:

This will acknowledge receipt of your letter of February 15 enclosing statement descriptive of a preliminary plan for Research in Fuels to be carried on as one of the research activities of The American Society of Mechanical Engineers.

It is the suggestion of our Mechanical Department representatives that the attention of your Committee be called to the growing interest in the use of sub-bituminous coal on railroads. This has a special research interest from a utility standpoint because of the unusually heavy stack loss that is suffered in its use.

The Northern Pacific Railway is using approximately a million tons of sub-bituminous coals each year, and experiments are being made by the Chicago, Milwaukee, St. Paul & Pacific, Chicago, Burlington & Quincy, Chicago and Northwestern, Soo Line, Great Northern, Texas & Pacific, International & Great Northern, Missouri, Kansas & Texas, and Santa Fe.

Yours very truly,

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

252

April 23, 1928. K5

Dear Frank:

I have your letter of April 20 advising that Mr. Elliott is going to use Car 11 for trip over the Burlington to Texas, leaving Chicago, Saturday, April 28, and asking that we have a copy of the Railroad Guide put on the car, as well as time cards of the C.B. & Q. and certain subsidiary companies.

We are having a copy of the Railroad Guide put on the car and I am today dropping a note to Mr. Cooper asking him to have the working time cards placed on the car at Chicago.

Yours very truly,
(Sgd) A. M. Cotteschad

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

251

Paid

435pm

St. Paul, Minn., April 23, 1928.

CharlesDonnelly
Care New WillardHotel
Washington DC

Henry O Havemeyer wires you from New York today as follows Quote Sent you invitation about two weeks ago to dine with me this Thursday April twentysixth Stop Would appreciate early response. End quote.

A. M. Gottschald

Charge NPRyCo
Executive Dept

252

1015am

paid

St. Paul, Minn., April 23, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

Message about plans and mail received and understood.

A M Gottschald.

Charge NPRyCo
Executive Dept

253

April 23, 1928. K5

Dear Mr. Cooper:

Mr. Elliott is going to use Northern Pacific business car 11 for trip he is making over the Burlington to Texas, leaving Chicago, April 28, and I have a request from Mr. Patterson, his secretary, to have working time cards of the C.B.& Q., C.& S., Fort Worth & Denver City, and Trinity & Brazos Valley placed on the car. I shall appreciate it if you will arrange to have a set of these working time cards placed on the car at Chicago.

Yours very truly,

A. M. Gottschald,
Office Manager.

Mr. J. W. Cooper,
Chief Clerk, President's Office,
Chicago, Burlington & Quincy Railroad,
Chicago, Illinois.

254

255pm Paid

St. Paul, Minn., April 23, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

W B Storey wires you from Chicago today as follows quote Responses indicate Monday April thirtieth most convenient to majority. Committee meeting therefore called for my office New York Monday eleven oclock daylight saving time to consider report of Legal Committee. End quote.

A M Gottschald

Charge NPRyCo
Executive Dept

256

April 23, 1928. K5

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of a copy of the address which you delivered before The Pilgrims, London, March 29, 1928, on "The Anglo-American Relationship". This reproduction of your remarks will be brought to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(Signed) J. H. [illegible]

Mr. E. H. H. Simmons,
President, New York Stock Exchange,
11 Wall Street, New York City.

254

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

Mr. F. E. Williamson,
Vice President.

Referring to Docket No. 20746 of the Interstate Commerce Commission:

I enclose copy of answer made by the American Railway Association on behalf of the various lines party to the complaint.

encl.

256½

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

181-7?

Mr. F. E. Williamson,
Vice President.

In accordance with your letter of the 17th instant, I have executed and return herewith one copy of contract with the Northern Refrigerator Car Company covering the leasing of 500 of our refrigerator cars. Our copy of the contract has been filed with Mr. Relf.

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

April 23, 1928. K5

Dear Mr. Bunney:

In Mr. Johnson's absence we have received copy of your letter of April 21 to Mr. Thomson about the big potatoes for a friend of yours in New Jersey. I called Mr. Thomson this morning and learned that he had already made arrangements to get the big potatoes to you.

Mr. Johnson has been absent from the office since early in March, but is expected back the early part of next month and I will at that time bring your letter to his attention.

Yours very truly,

sgd-A.M.Gottschald

Mr. W. H. Bunney,
Vice President and General Manager,
Montana, Wyoming and Southern R.R. Co.,
Belfry, Montana.

257½

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

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of April 20:

I have executed and return supplemental agreement to contract 1025 between the Northwestern Improvement Company and Carbon Coal & Clay Company, covering modification of royalty and minimum rental rates.

P

encl.

258

April 23, 1928. K5

Dear Mr.Gay:

I have your letter of April 20 about Mechanical Department A.F.E. No. 70 which was submitted to the Board of Directors at meeting held April 18, 1928, and which had previously been reported to the Executive Committee on March 21, 1928.

Yours very truly,

(Signed) CHAS. H. MORSE.

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

359

April 23, 1928.
K5

Dear Mr. Coleman:

Your letter of April 21 to Mr. Johnson about your pension status has been received during his absence from the city. He is expected to return to the office the early part of next month when your letter will receive his attention.

Yours very truly,

Mr. P. J. Coleman, Dist. Manager,
American Railway Association,
730 Metropolitan Life Building,
Minneapolis, Minnesota.

260

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

Dear Mr. Coman:

Referring to your letter of April 20:

I approve the arrangement under which quarters in the L.C.Smith building were provided for the District Baggage Agent, and which results in a rental increase of $78.33 per month.

Yours very truly,

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

cc-Mr. F. W. Sweney

4/61

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

Dear Mr. Showalter:

I have your letter of April 13 and have also received picture which has been loaned to the Veteran's Association by Pat McDonald, Driving Box Packer at Tacoma roundhouse. Please express to Mr. McDonald our appreciation of hisinterest in this collection.

Yours very truly,

Mr. W. C. Showalter,
Superintendent,
Tacoma, Washington.

262

April 23, 1928. K5

Dear Mr. Adamson:

In Mr. Johnson's absence from the city I acknowledge receipt of your letter of April 20, together with copy of the Brotherhood of Locomotive Firemen and Enginemen's Magazine for the month of April containing the very interesting article about Howard Melaney. Your letter and the magazine will be brought to Mr. Johnson's attention upon his return to the office.

Yours very truly,

Signed E. M. [illegible]

Mr. W. Adamson, General Agent,
Northern PacificRailway Company,
Cleveland, Ohio.

263

Washington, D.C.,
April 23, 1928. K5

Dear Mr. Gay:

I have your letter of April 19 and have signed and return digest of proceedings had at the Board of Directors meeting held April 18, 1928.

Yours very truly,

encl.

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

364

April 23, 1928.
S-3

My dear Admiral Andrews:

I have your letter of April 19 about souvenirs made from material taken from Old Ironsides:

I shall be glad to arrange for the distribution of the copies of the circulars describing these souvenirs, as suggested.

Very truly yours,

(Signed) CHARLES DONNELLY

Rear Admiral Philip Andrews,
Navy Yard,
Boston, Mass.

265

April 23, 1928.
S-3

Dear Sir:

Answering your letter of April 17:

Using the figures which you give in your letter for Great Northern employes, following is a comparison with Northern Pacific:

	N.P.	G.N.
Freight elevator operator	$3.75	-
Passenger " "	3.41	$3.55 and $3.30
Porters and cleaners	3.19	-
Janitors	-	3.18 and $3.03
Matron	3.09	3.00
Watchmen	3.41	3.39
Handyman	4.40	3.70

In the case of the handyman, he is a plasterer and bricklayer by trade but is an all around employe and is very well described as a handyman.

While your letter does not mention it, we pay our elevator starters $3.84, while my understanding is the Great Northern pays $4.00.

Very truly yours,

(Signed) E. M. WILLIS

Mr. J. A. Longby, Executive Assistant,
Great Northern Railway Company,
St. Paul, Minnesota.

April 23, 1928.
S-3

Dear Mr. Holden:

On the trip over the Burlington which Mr. Elliott will make, leaving Chicago April 28, we are putting Northern Pacific business car 11 at his disposal. I understand it will be satisfactory if the car reaches Chicago that morning. Please advise on what train you will handle it deadhead from Saint Paul.

Very truly yours,

(Signed) CHARLES DONNELLY Jr

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

St. Paul, Minn., April 23, 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 under date of April 16, 1928.

(Signed) CHARLES DONNELLY

Encl.

268

April 23, 1928.
C-6

My dear Mr. Elliott:

Coal shipments for the week ending April 21 were as follows:

	Roslyn	Red Lodge	Colstrip
April 16	3465	1807	3124
17	4700	-	3763
18	4265	1800	3806
19	2969	-	618
20	2154	1955	3237
21	550	-	1944
Total -	18103	5562	21492

The total shipments from all mines was 45,157 tons, an average of 6,451 per calendar day.

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

Very truly yours,

(Signed) CHARLES DONNELLY.

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

269

April 23, 1928.
8-3

Dear Mr. Robertson:

Referring to your letter of April 12:

It would fit in with our arrangements a little better if Mr. Melaney could be with you on June 14th, 15th and 16th, but if the 13th, 14th and 15th are more suitable for your convention plans we can arrange for him to be there on those days. To enable him to attend your convention for a three day period it will be necessary to cancel some of Mr. Melaney's engagements already made, and this we shall be glad to do, and for that reason will appreciate hearing from you as promptly as possible as to the exact dates on which you will want him at your convention.

Very truly yours,

(Signed) CHARLES DONNELLY

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

270

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

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

Referring to my letter of April 16:

The Great Northern and Omaha have advised that those roads will take space in the polo program of the Fort Snelling Officers' Club.

(Signed) E. M. WILLIS

271

April 23, 1928.
B-3

Dear Mr. Adamson:

Thank you very much for sending me copy of the B.of L.F.& E. magazine for April containing an article about Howard Melaney, the Singing Fireman. I think this is a first rate piece of publicity for Mr. Melaney and for the Northern Pacific, and I am glad to have seen it.

Very truly yours,

(Signed) E. M. WILLIS

Mr. W. Adamson, General Agent,
Northern Pacific Railway Company,
806 Hippodrome Building,
Cleveland, Ohio.

272

St. Paul, Minn., April 23, 1928.
8-3

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

The statement of AFE approvals as of March 31st, sent you with my letter of April 2, contains some errors which have been corrected in the attached revised statement. Will you please destroy the former?

(Signed) E. M. WILLIS

Encl.

3732½

April 23, 1928.

My dear Mr. Elliott:

I attach copy of Mr. Hughes' letter to me of April 21, copy of Mr. Plummer's letter of April 18, and examination reports covering 7,992.01 acres of land owned by the Railway Company in Township 10-30E, and Townships 10 and 11N-31E, Franklin County, Washington, for which sale to C. A. Hales & Sons has been negotiated at a price of $18,000, or an average of $2.25 per acre.

The terms of the sale if approved will be $1000 cash, $1000 September 1, 1928, and the balance, $16,000, to be paid in annual installments on September 1 each year on the amortization plan. All minerals will be reserved and the purchaser will assume taxes beginning with those for the present year.

This proposed sale meets with my approval and I shall be glad to have the matter presented at the next meeting of the Board or Executive Committee.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

cc-Mr.J.M.Hughes

x

273

Frank 602

Washington, D. C., April 23, 1928.

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

Have arranged for car to be in Chicago Saturday morning next stocked as suggested.

Charles Donnelly

x

274

Frank 602

Washington, D. C., April 23, 1928.

E. M. Willis,
Executive Assistant,
Northern Pacific Railway Co.,
St. Paul, Minn.

D-11. Car for Mr. Elliott's use should be in Chicago Saturday morning twenty-eighth stocked for about two weeks. Please arrange accordingly.

Charles Donnelly

x

225

Frank 602

Washington, D. C., April 23, 1928.

J. G. Woodworth,
French Lick, Indiana.
(Answer to WU CAK-CC364 April 22)

Glad to know that you have decided definitely to take the European trip. It looks now as though I will be detained here several days, but I hope to get in touch with you again before you leave.

Charles Donnelly

214

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

Mr. J. G. Woodworth,
Vice President.

I have your letter of April 18 enclosing Mr. Clark's letter dated February 2 and your reply of April 18, about the Montana situation.

Please do not take any action with reference to these appointments or changes in salary until my return.

(Signed) CHARLES DONNELLY.

277

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

Dear Mr. Holden:

Referring again to the question of an additional loan to Mr. Child's companies:

I enclose for your information copy of a letter which I have just written to Mr. Gray in answer to his letter of March 24. As Mr. Gray has not replied directly to Mr. Scandrett and has withheld his reply awaiting word from us, I have also withheld my reply to Mr. Scandrett; but, if it is agreeable to you, I see no objection now to our advising Mr. Scandrett that we will go along with him on the basis proposed in his letter of March 20.

Mr. Nichols called on me here in Washington on Saturday last, and I told him that I thought we would be able to work out a loan on this general basis.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

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

At Washington, D. C.,
April 23, 1928. DM

Dear Mr. Gray:

Answering your letter of March 24 about a further loan to Mr. Child's companies.

I understand the amount now required by Mr. Child to be $472,000.00, and I am willing for the Northern Pacific to advance one-fourth of this amount, or $118,000.00, on the basis stated in Mr. Scandrett's letter of March 20. I am willing also to have a new blanket mortgage made covering all properties, as suggested in your letter of March 24.

Very truly yours,

(Signed) CHARLES DONNELLY

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

cc-Mr. Hale Holden:

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

My dear Mr. Elliott:

For your information I am enclosing copy of my file relating to the candidacy of Mr. Frank L. Shull, of Portland, Oregon, to be named as Director of Domestic Distribution on the Board of the United States Chamber of Commerce.

I think you will recall Mr. Shull, as he testified at the merger hearing in Minneapolis in support of our application. I know that anything you may be able to do to aid him along the lines suggested in Mr. Dodson's letter will be much appreciated in Portland and will be helpful to us.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

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

280

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

Dear Mr. Dodson:

Your letter of April 18 has been forwarded to me here.

I think the most effective way to support Mr. Shull's candidacy is not by writing letters, but by direct contact with the representatives of the eastern financial institutions of which you speak; and I am today writing Mr. Howard Elliott, our Chairman in New York, who knows Mr. Shull. I am sure that he can be of more help with the people in question than any one.

Sincerely yours,

(Signed) CHARLES DOUGLAS.

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

281

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

My dear Mr. Elliott:

Referring further to papers I left with you about the Feigh Mine situation:

I enclose herewith for your information copy of a telegram which I received from Mr. Hughes on Saturday last, and copy of the telegrams which I have sent to Mr. Allen and to Mr. Hughes in reply.

Very truly yours,

(Signed) CHARLES DONEGAN.

encl.

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

282

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

Dear Mr. Hill:

Your letter of April 16 has been forwarded to me in Washington, where I have been detained for several days; and in the same mail I have received from Mr. Arthur Curtiss James a letter informing me of your call on him.

I expect or at least hope to be on the Pacific Coast sometime between the tenth and fifteenth of May. My plans are somewhat indefinite, however, and there are various matters that may arise to change them. I will write or wire you more definitely in the course of the next ten days or two weeks.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Fentress Hill,
2905 Russ Building,
San Francisco, Cal.

3453

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

Dear Mr. James:

Your letter of April 16 about Mr. Fentress Hill has been forwarded to me here. I received from him in the same mail a letter asking when I would next be in Portland or Seattle, and expressing a desire to see me when next in either of those cities.

I have just written Mr. Hill that I hope to be on the North Pacific Coast about May 10 and shall be glad to see him. He has given me no intimation of what he desires, but I shall, of course, be glad to give due consideration to whatever he may have to broach.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Arthur Curtiss James,
99 John Street,
New York, N. Y.

384

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

Dear Mr. Sturgis:

Answering yours of April 20.

I am a little bit uncertain as to whether or not I shall be able to attend the annual meeting of stockholders in Chicago on May 2.

I will retain the powers of substitution for the present, and if I find that I cannot attend the meeting, will sign them and forward to you.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. C. I. Sturgis,
Vice Pres., Sec'y and Treasurer,
C. B. & Q. Railroad Company,
Chicago, Illinois.

285

April 23, 1928.
S-3

Dear Mr. Gay:

The statement of AFE approvals as of March 31st, sent you with my letter of April 2, contains some errors which have been corrected in the attached revised statement. Will you please destroy the former?

Very truly yours,

(Signed) E. M. WILLIS

Encl.

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

April 23, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Yellowstone Division AFE ED No. 160 covering the estimated cost of an undercrossing at Kurtz, North Dakota, at an estimated total cost of $32,400, of which one-half is to be paid by the State Highway Department of North Dakota and the other one-half by the Railway Company.

This is one of several crossings of our main line by the Red Trail highway. Through the reconstruction and relocation of this highway thirty-nine crossings of our track have been eliminated. For this particular crossing at Kurtz a contract was entered into with the State of North Dakota under date of January 24 last. The 1928 budget carries an item in the amount of $24,000 for this improvement. I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

287

April 23, 1928.
C-3

Dear Sir:

Your letter of March 15 about your book "The Columbia Unveiled" was received in due course. Some of our representatives have examined the book at the public library, but we would not care to purchase a copy.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. M. J. Lorraine,
319 West Main Street,
Alhambra, California.

April 23, 1928.
S-3

Gentlemen:

Referring to my letter of April 11:

The Northern Pacific in previous years has taken space in the souvenir programs of the International Apple Shippers' Association and will do so this year in connection with the convention at Pittsburth to the extent of a half page at a cost of $60.

Very truly yours,

(Signed) B. C. JOHNSON

Mr. C. H. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. C. W. Webster, Vice President,
MStPASSM Ry Co., Minneapolis, Minn.
Mr. Charles Jensch, Comptroller,
CStPM&O Ry Co., St. Paul, Minn.
Mr. J. H. Foster, Special Representative,
CMStP&P RR Co., Minneapolis, Minn.
Mr. J. L. Haugh, Asst. to President,
Union Pacific System, Omaha, Nebr.

289

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

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

Referring to your letter of April 8 about advertising in the souvenir program of the Thirty-third Annual Convention of the International Apple Shippers' Association to be held at Pittsburgh August 14 to 17:

The matter has been taken up with the contributions committee; the Great Northern has taken space in the past and will do so this year, the Union Pacific has declined, and I have not heard from the Milwaukee Road. I have told the committee that we will take space in line with our practice in the past.

(Signed) E. M. WILLIS

W 90

April 23, 1928.
C-6

My dear Mr. Elliott:

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

Very truly yours,

Signed) CHARLES DONNELLY.p

Encl.

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

29 1/

Paid

930 am

St Paul Minn April 23 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

If Mr Elliott is to leave Chicago on the twenty-eighth assume we should have car eleven there not later than night of twenty-seventh Shall we arrange on this basis or wait for instructions D-11

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

492

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

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of April 16 to Mr. Donnelly:

He approves the retirement, on May 1 next, of Mr. J. C. Poore, Assistant General Passenger Agent, with a pension allowance of $150 per month. Mr. Relf will issue the usual notice in due course.

(signed) L. M. WILLIS

493

St. Paul, Minn., April 23, 1928.
8-3

Mr. R. H. Relf,
Assistant Secretary.

It has been decided to retire on May 1 next Mr. J. C. Poore, Assistant General Passenger Agent, with a pension allowance of $150 per month. Will you please arrange to issue the customary notice? You might talk with me about it before sending out your letter.

(Signed) E. M. WILLIS

294

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 23 about rental of rail to the Buckley Logging Company:

I agree that, under the circumstances, we cannot place a higher valuation than $35.00 per ton on this rail, and you may arrange for leasing on that basis.

cc-Mr. R. W. Clark

295

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

Mr. J. G. Woodworth,
Vice President.

I assume by this time all of the bills are in for the new ticket office in Portland and, in accordance with my letter of February 4, I should like to have from you a statement showing the cost of fitting up that office and how the amount is being divided among the three companies making use of it.

Signed) CHARLES DONNELLY

246

April 23, 1928.
S-6

My dear Mr. Elliott:

For your information I am sending you, under separate cover, a set of progress maps prepared by Professor MacDonald as of January 1, 1928, showing the oil situation in Montana and northern Wyoming; also a smaller map of the Cat Creek structure showing operations in greater detail.

Very truly yours,

(Signed) CHARLES DONNELLY

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

297

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

Dear Mr. Coman:

I have your letter of the 21st instant, in regard to contribution to the 1928 budget of the Washington State Chamber of Commerce.

Upon the understanding that agreement has been reached with the other transcontinental lines that a contribution of $1,000 be made by each, I approve your recommendation.

Very truly yours,

(Signed) CHARLES DONNELLY

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

cc-Mr. J. G. Woodworth.

(Signed) CHARLES DONNELLY

April 23, 1928.

My dear Mr. Elliott:

The Port of Everett has made application to lease a portion of our unused Bayside right of way between Hewitt Avenue and Bond Street for term of twenty-five years. The Port controls the adjoining land and will use the premises for storing fishermen's boats, nets, etc. The advantage in making the lease to the Port is that we will be getting a fair rental for the property and we will have a responsible tenant who will assume the tax burden.

There are some temporary leases on the property at this time, which will be assigned by the Railway Company to the Port and the Port will take care of the same.

It is proposed to charge a rental of $245.00 per year for the first five year period of the lease, lessee to pay taxes and assessments. The lease will contain a provision giving the Railway Company the right to terminate the same at any time on six months' notice if the premises are required for railroad purposes.

The lease is approved by the various traffic and operating officers. Will you please have it presented 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, N. Y.

299

April 23, 1928.
L-6

My dear Mr. Elliott:

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

Accounting Department No. 4 - March Income Account Statement	20 copies
Accounting Department No. 4-A - Analysis of fluctuations in Operating Expenses, March 1928 as compared with March 1927; and the three months ended March 31, 1928, as compared with the same period of 1927	6 "
Accounting Department No. 4-B - Explanation of Increases and Decreases	6 "
Accounting Department No. 3 - Train Mile Revenue & Expenses	20 "

Very truly yours,

(Signed) CHARLES DONELAN

P

Encl.

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

345 pm

306

Saint Paul April 23 1928

W E Coman
Seattle

Spokane Chamber of Commerce through W S McCrea Chairman Publicity Bureau has written President requesting Northern Pacific to contribute $1000 towards advertising campaign fund that Chamber is creating Will you please wire me if you have heard about it and what your views are. You will remember similar request a year ago was declined by all four roads D-12

E M Willis

301

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

Mr. B. W. Scandrett,
General Solicitor.

I showed you the letter I sent to Mr. Borland, of the Bureau of Safety, I.C.C., over Mr. Donnelly's name on April 2, with respect to defective air brakes in Extra 1806, arriving Missoula February 1. I now attach our file which includes Mr. Borland's reply.

At your convenience I would like to talk with you about this matter.

(Signed) J. M. HOOKS

encl.

302

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

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

Herewith two letters -- one addressed to Mr. Johnson and one addressed to me -- by Marjorie Clifford Buzzell, of The Saint Paul Association, requesting a contribution of $1200 in support of a public safety campaign which the Board of Education, Safety Council and the Saint Paul Daily News are inaugurating through the children of the public and parochial schools.

With prompt return of these letters please let me have the recommendations of the operating department about making a contribution.

(Signed) E. M. WILLIS

Encl.

303

April 24, 1928. A4

Dear Sir:-

Your letter of April 21 to Mr. Donnelly, acknowledging receipt of copy of the new Washington-Northern Idaho booklet, has been received during his absence from the city. It will be brought to his attention at the first opportunity, but in view of your comments, I am passing copy to our traffic and agricultural department officers for their information.

Yours very truly,

(Signed) E. M. WILLIS

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

cc-Messrs. J. G. Woodworth
J. W. Haw

304

April 24, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of April 23, requesting him to meet with the National Bank Examiner and the Clearing House Examiner Friday, April 27, to receive their report on the examination of the Northwestern National Bank which they have just completed.

The date of Mr. Donnelly's return to the office is indefinite, but in any event your letter will be brought to his attention at the first opportunity.

Yours very truly,

(Signed) E. M. Willis

Mr. Theodore Wold, Secretary,
The Northwestern National Bank,
Minneapolis, Minnesota.

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

Dear Sir:

I have your letter of April 19.

I think it will be better for you to deliver to Chancellor Brannon the attached blank Form 7222, Comptroller's No. 9; also the attached copy of the 1926 annual report. The accounting department statement consists of two different sheets printed on one side only but in reproducing the statement with the figures for the month and the fiscal year only one sheet is used. The pages are numbered so that it should be an easy matter to follow the order of the items as they appear in the attached sheets. We do not make public the information contained in this form, but I see no objection to the Chancellor having the form himself.

The 1927 annual report has not been completed and it may be a few weeks before it is completed; however, I will put the Chancellor on our mailing list to receive a copy when it is ready and, unless you otherwise request, I will send it to him direct.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. W. H. Merriman,
District Freight & Passenger Agent,
Butte, Montana.

306

April 24, 1928.
B-S

Dear Mr. Glines:

I duly received your letter of March 27.

Since then I have obtained Mr. Lyddon's reaction to the plan and, as you intimated to me, he thinks well of it; he has not, however, recommended it. However, aside from that I have discussed the matter with some of our officers at headquarters and we are agreed that we would not want to consider putting the plan into operation under existing conditions.

Very truly yours,

(Signed) E. M. WILLIS

Mr. William H. Glines, Agency Assistant,
The Equitable Life Assurance Society of the United States,
393 Seventh Avenue, New York City.

307

Paid

240 pm

St Paul Minn April 24 1928

E A Gay
Secretary & Asst Treasurer
Northern Pacific Railway Co
34 Nassau Street New York City NY

Have just talked with Christofferson who has returned from trip on line He has already obtained second class space with three others in a four-berth cabin and what he is trying to get is a reduced rate for that space He does not expect an exclusive room D-14

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

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

Mr. C. C. Kyle,
Purchasing Agent.

Herewith approved CMS requisitions Nos. 2107, 2108 and 2109 covering one D&M process cleaning machine each for Glendive, Mandan and Jamestown. These machines are to be rented under contract between the D&M Cleaning Process Company and the Northern Pacific dated March 10, 1920, Assistant Secretary's contract document No. 11116.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. F. E. Williamson,
Vice President.

This answers your letter of April 16.

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

Mr. C. C. Kyle,
Purchasing Agent.

Answering your letter of April 23 and returning bids from the Northwestern Improvement Company and the Midwest Coal Company covering our fuel requirements west of Mandan, North Dakota, for a two-year period from May 1, 1928, to April 30, 1930: .

The prices quoted by the Northwestern Improvement Company are satisfactory, and you may advise that company of the acceptance of its bids.

Please let me know when the contracts have been executed and I will arrange for the adoption of a resolution by the Board of Directors, as required by the terms of the Clayton Act.

Signed) CHARLES DONN[illegible]

Encl.

310

April 24, 1928.
S-3

Dear Sir:

Your letters of March 21 and April 10, about featuring the historical development of the University in the rotogravure section of the Minneapolis Tribune and in an issue of the Minnesota Daily, were received in due course.

I am advised by our passenger department officers that arrangements have been made to place some advertising for this occasion.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Roland S. Vaile,
Professor of Marketing,
University of Minnesota,
Minneapolis, Minnesota.

311

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 23 about the fuel station at Glendive:

What is the capacity of the proposed dock, and have you a plan of it which can be shown to Mr. Elliott?

(Signed) CHARLES DONNELLY

312

April 24, 1928.
S-3

Dear Sir:

I enclose for your information copy of a telegram dated April 17 from Jesse H. Jones, at Houston, and copy of an answer I have today sent over Mr. Donnelly's name. I understand from Mr. Lengby that similar request was addressed to the Great Northern and that you will decline it.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

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

B 17½

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

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

I have your letter of the 19th instant, in regard to enlarging the fruit unit at Winnipeg leased to the Consolidated Fruit Company.

Your recommendation that the unit be enlarged at an estimated cost of $12,000 is approved, with the understanding that the Great Northern also approves and that the annual rental now paid by the Fruit Company will be increased by 6% on the cost of the extension and 4% on the value of the land occupied.

(signed) CHARLES DONNELLY

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

313

Paid

13 noon

St Paul Minn April 24 1928

Jesse H Jones
Houston Texas

Your wire seventeenth was duly received We have considered suggestion that Northern Pacific Railway take advertising space in official souvenir program of the Democratic National Convention to be held in Houston and have reached the conclusion that this company would not be warranted in doing so D-13

Charles Donnelly
President

Charge: Nor Pac Ry Co
Executive Dept

314

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

Mr. F. W. Sweney,
Comptroller.

Mr. William Mallahan, formerly employed as roundhouse foreman at Butte, whose name has been carried on the special payroll at the rate of $50 per month, died on April 19, and his name should therefore be removed from the roll commencing May 1, 1928.

(Signed) CHARLES DONNELLY.

cc—

Mr. F. E. Williamson
Mr. P. B. Lacy
Mr. R. H. Relf

315

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 16 and returning proposed contract with Albertson Cornell Brothers & Walsh, Incorporated, covering the construction of unloading facilities at the West Seattle elevator:

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

(Signed) CHARLES DONNELLY
VP

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

April 24, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 18, enclosing SP&S AFE 4987 for renewing culvert at mile post 0-30-23 near Warwick, Washington, at an estimated cost of $148:

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

Very truly yours,

(Signed) CHARLES DONNELLY P

Encl.

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

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 18 and returning proposed contract with Meyers and Telander covering removal of car shops from Kootenai to Pasco:

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

(Signed) CHARLES DONNELLY.P

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

3'8

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 20 and returning proposed contract with Harold Long covering the handling of mail at Kent, Washington, at the rate of $25 per month:

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

(Signed) CHARLES DONNELLY

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

319

St. Paul, Minn., April 24, 1928.
8-3

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

Mr. W. S. McCrea, Chairman Publicity Bureau of the Spokane Chamber of Commerce, has written Mr. Donnelly about an advertising campaign fund that is being established by the Spokane Chamber and requesting the Northern Pacific to contribute $1000. I am taking the matter up with the contributions committee and have also wired Mr. Coman for his views. In the meantime will you please give me an expression of the views of the traffic department.

(Signed) E. M. WILLIS

320

April 24, 1928.
S-3

Gentlemen:

We have received a letter from Mr. W. S. McCrea, Chairman Publicity Bureau, Spokane Chamber of Commerce, requesting a contribution of $1000 towards an advertising campaign fund which the Spokane Chamber is undertaking to create. You will recall that a similar request for $1200 was presented to the roads a year ago and that was declined.

Have you received this year a request such as the one we have just received, and if so what action do you propose to take on it,

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. C. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
Mr. G. W. Webster, Vice President,
MStPASSM Ry Co., Minneapolis, Minn.
Mr. J. H. Foster, Special Representative,
CMStP&P RR Co., Minneapolis, Minn.
Mr. J. L. Haugh, Asst. to President,
Union Pacific System, Omaha, Nebr.

321

April 24, 1928.
S-3

Dear Sir:

Your letter of April 18 to Mr. Donnelly, requesting a contribution of $1000 from the Northern Pacific towards an advertising campaign of the Spokane Chamber, is received during his absence from Saint Paul. It will be called to his attention at the first opportunity.

Very truly yours,

(Signed) E. M. WILLIS

Mr. W. S. McCrea,
Chairman, Publicity Bureau,
Spokane Chamber of Commerce,
Spokane, Washington.

327

April 24, 1928. K5

Dear Sister Justina:

In Mr. Donnelly's absence I acknowledge receipt of your letter of April 20 about a trip which you propose to make to central California and asking for transportation from Spokane to San Francisco. Your letter will be brought to Mr. Donnelly's attention upon his return to the office, but in the meantime I enclose transportation in your favor from Spokane to Portland, Oregon, and return.

The Spokane, Portland & Seattle Railway is a more direct route from Spokane to Portland, and possibly that line would be willing to favor you with transportation. Their headquarters are at Portland, Oregon, and Mr. W. F. Turner is the President.

The headquarters of the Southern Pacific Company are located in San Francisco, and Mr. Wm. Sproule is the President.

Very truly yours,

(Signed) E. M. WILL[illegible]

encl.

Sister M. Justina,
Sisters of St. Joseph,
Holy Family Convent,
Fernie, B. C.

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

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

Referring to your letter of April 21:

We will see to it that mail addressed to the Northern Pacific Railway and bearing key No. 490, is promptly forwarded to your office.

sgd-A.M.Gottschald

324

455pm Paid

x

St. Paul, Minn., April 24, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

Mr Holden wires you from Chicago today as follows Quote I have been asked by Mr Hulme to canvass members of Western Group to ascertain if could attend meeting of Presidents Conference Committee on valuation in New York May fifteenth Stop I should like to urge your attendance account important matters for discussion particularly referring to methods under consideration for bringing valuations down to date Stop This will give opportunity for Western Group meeting which I also think desirable Stop Please wire promptly joint members Western Group End quote. Have made no acknowledgment.

J. H. Poore

Charge NPRyCo
Executive Dept.

St.Paul, Minn., April 24, 1928.
E-8

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

Please eliminate from lists DD and JJ the Reveille at Bellingham, Wash., as that paper is no longer being published.

(Signed) F. W. DeGUIRE

St.Paul, Minn., April 24, 1928.
E-8

Mr. W. B. Comnn,
Assistant to President,
Seattle, Wash.

Dear Sir:

We have succeeded in calling attention to the inauguration May 6 of the 68-hour service between Seattle, Tacoma, and Portland, and Chicago through outstanding newspapers throughout the country, emphasizing that the North Coast Limited will be the leader of the procession of fast trains on the four transcontinental lines. It occurred to me that when the North Coast leaves Seattle, Tacoma, and Portland on the morning of May 6, marking the inauguration of this fast service, there should be a news story and possibly a picture which may center around some distinguished passenger or some distinctive Seattle, Portland, or Tacoma products being sent by organizations or individuals to organizations or individuals in Chicago - for instance, Portland roses. We would like very much to obtain a news feature about the departure of the first 68-hour train. The real news angle, of course, is on the west end when the fast train leaves. Will you please call Mr. Prosser's attention to this suggestion and co-operate with him in working it out.

If there is expense involved in making photographs or otherwise I will be glad to have the bill O.K.'d in this office.

Yours truly,

(Signed) F. W. DeGUIRE

Copy for Mr. H. W. Clark
Mr. H. E. Nelson

326 1/2

April 24, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of System AFE ED No. 8 covering the purchase of bookkeeping machines for fourteen division accounting offices, at an estimated cost of $96,209, all of which is chargeable to Additions and Betterments.

I wrote you on May 3, 1926, transmitting a copy of Mr. Sweney's letter of April 30, and also sent you at that time an AFE in the amount of $100,000 covering the purchase of these machines. At your suggestion the AFE was withdrawn pending the installation of machines at a few points and a test of their efficiency. The installation at the offices originally contemplated has now been completed, resulting as stated in the narrative of the AFE, in an annual payroll saving of $51,965.

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

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

327

April 24, 1928. A4

My dear Mr. Elliott:

I attach copy of the annual report of the land department for the calendar year ending December 31, 1927. I have not as yet had an opportunity to examine this report but will do so at the first opportunity.

Very truly yours,

(Signed) CHARLES [illegible]

encl.

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

328

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

Mr. F. D. McCarthy,
General Attorney.

Referring to your letter of the 23rd instant, in regard to Camas Prairie return under I.C.C. Docket No. 20746:

I do not think it is necessary for the Camas Prairie to make a return in this proceeding. It is merely an operating agency for the Northern Pacific and Union Pacific. It owns no locomotives, and such as are operated on the jointly used property are furnished by the Northern Pacific and Union Pacific in proportion to the business of each which is handled by the Camas Prairie organization.

328½

April 24, 1928. A4

Dear Mr. Powell:

I have your letter of the 17th instant, in regard to the work which Steiner, Murphy & Company did for us in connection with our stationery forms.

We engaged the services of that company in 1924. They undertook to reduce the cost of our stationery forms, and the results have been quite satisfactory. In fact, the savings accomplished by the use of their methods substantially exceeded the claims which they made to us prior to the date the contract was entered into and we have experienced no difficulty in following their methods since their connection with us terminated about three years ago.

Yours very truly,

Mr. L. R. Powell, Jr., President,
Seaboard Air Line Railway Company,
Norfolk, Va.

x

379

Frank 58-F

Washington, D. C., April 24, 1928.

Henry O. Havemeyer,
25 Broadway,
New York, N. Y.

Your wire yesterday repeated to me here. Have been withholding reply hoping to be able to send in my acceptance but regret that situation here makes it impossible for me to accept. Best regards.

Charles Donnelly.

330

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

Mr. C. C. Kyle,
Purchasing Agent.

A short time ago we authorized Mr. Williamson to lease to the Buckley Logging Company for use near Buckley two track miles of third class, 56# rail, rental to be based on a valuation of $40.00 per ton. We have had to reduce this valuation to $35.00 per ton because the Buckley Logging Company knew of other instances where leases of similar rail had been made in the past couple of years on the basis of $35.00.

Of course, our $40.00 rate for leasing purposes was established at a time when we were obtaining $35.00 per ton for sales of rail of a similar class. So far as the coast territory is concerned, we no longer obtain $35.00 per ton when sales of 56# rail are being made, and rather than have our prospective lessees force us to reduce quoted valuations in the manner used by the Buckley Logging Company, I think that we should voluntarily reduce our leasing valuation to $35.00 per ton instead of the $40.00 which we have been aiming to obtain. This valuation will bear about the same relation to the ordinary sales price as did the $40.00 basis when it was established.

(Signed) J. H. POORE

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

(Signed) J. H. POORE

331

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

Mr. F. E. Williamson,
Vice President.

I have your letter of April 17, and return papers about a building at Walla Walla, Wash., leased to the Walla Walla Produce Company, upon which the Produce Company request that certain painting be done and repairs made.

I approve your recommendation that the necessary work, estimated to cost $675.00, be done at the expense of the Railway Company.

cc-Mr. R. W. Clark
Mr. J. L. Watson

Western Union Telegram

St. Paul, Minn., April 24, 1928.

332

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

Estimated earnings third week April in thousands

Freight
Passenger
Miscellaneous
Total

Total three weeks

Cars loaded locally 13,531 increase 236 accounted for as follows:

Increases:	Grain	182
	Livestock	75
	Logs	123
	Coal	247
Decreases:	Merchandise	30
	Forest Products	34
	Miscellaneous	327

Received from connections 3714 increase 291 accounted for as follows:

Increases:	Lake Superior Division	13
	St. Paul	80
	Fargo	13
	Dakota	38
	Yellowstone	5
	Montana	60
	Idaho	1
	Pasco	35
	Tacoma	60
Decreases:	Rocky Mountain	4
	Seattle	10

Grain loading eastern district increased 139 cars received from connections decreased 32 cars Grain loading western district increased 43 cars received from connections increased 33 cars.

Fruit loading this year 137 cars compared with 112 last year received from connections 147 cars compared with 132 last year.

Potato loading this year 363 cars compared with 316 last year received from connections 24 cars compared with 27 last year.

Weather continued cold during week with temperatures considerably below normal. Had light rains St. Paul and Fargo to Mandan and along coast. Had light snow Glendive to Bozeman and light to heavy snow Head of Lakes and most points Fargo and Dakota Divisions.

Charles Donnelly

333

April 24, 1928. A4

My dear Mr. Elliott:

I enclose, for your information, a copy of Mr. Andersen's letter to me of the 20th instant, with which he encloses summary of mine operating costs for March, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

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

334

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

Mr. W. C. Sloan:
Mr. D. F. Lyons:
Mr. E. T. Dakin:
Mr. R. H. Relf:

The question of retiring with pension allowance a Chinese section laborer named King Do is up for consideration. This man has been employed by the Twin Wo Company, with which we have a labor contract. It appears that the Chinese laborers employed by the Twin Wo Company are not carried by name on our payrolls but that the total number of hours worked are shown under the name of Twin Wo Company. For this reason it is imposaible to ascertain from the payrolls, and it has also thus far been impossible to ascertain, what this man's compensation has been during the past ten years. We know, however, that he has been in our employ thirty-seven years and this would entitle him, under the pension rules, to a minimum allowance of $37. It seems to me that under the circumstances this is the allowance that we should make. Please give me your views.

335

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

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

At different times in the past the Railway Training Institute of Chicago has endeavored to obtain permission to solicit shop and other employes for their courses of technical instruction, and in this connection please see Mr. Williamson's letter of March 26, 1927, to Mr. Donnelly. A few days ago a representative of the Institute called upon me to renew their former requests and pointed out that their courses of instruction had undergone a thorough revision, with the exception of the electrical course, which they are not at this time attempting to sell; that course is now undergoing revision.

Notwithstanding the fact that we have previously declined to take up with the Railway Training Institute, I felt it desirable to permit their representative to send me for examination a set of their instruction papers. I am sending herewith a loose-leaf volume containing examination papers and model solutions, also the following sets of papers:

Portfolio of Cars, containing diagrams of the detail of construction of cars;
Air Brake Portfolio;
Portfolio of Cars, containing diagrams of passenger and freight cars, and
Locomotive Portfolio.

They also sent to me fifteen volumes comprising their library on these technical courses and which serve as reference books during the course of study and after the course has been completed. These, however, I am not sending to you but if you wish they may be examined at any time.

Will you please have the volumes and portfolios that I am sending you examined to such extent as may be necessary to permit of an opinion being formed as to whether or not we would be

interested in having this organization on the railroad, and return enclosures to me as I want to return them to the Institute with our conclusions.

Encl.

334

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

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

In accordance with conversation with you, I have signed Mr. Donnelly's name to contract with the Travelers' Insurance Company covering commissions on insurance sold to passengers on our trains.

I attach copy of the contract as executed, from which you will note that it is subject to cancellation on sixty days' notice. As explained to you, the time is short between now and May 1, when the contract becomes effective, and no effort was made to see if better terms could be obtained from some other insurance company. You may wish to consider this question, and if you should reach the conclusion that bids should be asked for, or that a change should be made, the contract with the Travelers' Company may be canceled on sixty days' notice.

J. M. POORE

encl.

337

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

Mr. F. E. Williamson,
Vice President.

I have your letter of the 19th instant, in regard to offering for sale the tenders of the 15 Class "T" locomotives which are to be dismantled.

I approve your recommendation and have passed to Mr. Kyle the copy of your letter of the 19th, together with the enclosures, as his authority to dispose of these tenders on the basis suggested by you, if he is able to do so.

(Signed) CHARLES DONNELLY

cc-Mr.C. C. Kyle.

(Signed) CHARLES DONNELLY

334

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

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

In accordance with your letter of the 23rd instant, the proposed contract with the Travelers' Insurance Company, covering commissions on insurance sold to passengers on our line, has been executed in duplicate and is returned herewith. In due course please see that the copy of the contract bearing Mr. Countryman's initials is filed with Mr. Relf.

(Signed) J. M. HOOK

cc-Mr. R. H. Relf.

(Signed) J. M. HOOK

339

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

Mr. F. E. Williamson,
Vice President.

You have copy of Mr. Goodsill's letter of the 13th instant to Mr. Clark, with respect to the Railway Clerks' Convention to be held at Columbus, Ohio, in May.

Mr. Clark has submitted to this office the question of whether or not we should offer to operate a special train from St. Paul to Seattle in the event that the Railway Clerks are able to secure the 1931 convention at Seattle, with the recommendation that our clerks be permitted to make the offer. It seems to me that while a train of this character could not be expected to obtain sufficient revenue to pay for the cost of operation, it might well be a good thing to do. It would probably be appreciated by our clerks and would have some advertising value among the representatives of clerks on other railroads.

The matter is one which must be submitted to Mr. Donnelly, and I would like to be able to give him your views as well as those of Mr. Clark.

(Signed) J. M. HOGE

340

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

Mr. F. E. Williamson,
Vice President.

Referring to report of accident at Third Avenue, South, and First Street, Minneapolis, at 2:05 a.m., today, when load in Transfer 1640 struck overhead bridge:

In due course I would like to receive report as to the responsibility for this accident and approximate cost of damage for which this company is liable.

P

341

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 17 regarding report that telephone operators are overburdened in the early morning hours due to calls for the purpose of ascertaining the time:

I agree that we should discontinue the practice of giving this information over the telephone provided the other railroads with general offices in the Twin Cities do likewise.

342

Paid

950am

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

Charles Donnelly
Care New Willard Hotel
Washington DC

Forwarded mail package last night care Willard.

A. M. Gottschald

Charge NPRyCo
Executive Dept

3 43

April 25, 1928. KB

Dear Mr. Browne:

In connection with your preparation of a special edition on the Glendive-Brockway line, I am handing you herewith a black and white map which you may find helpful.

When do you plan to make your photographs? In your letter of April 14 you said you would send me prints which I will greatly appreciate. The time of release of our story will depend largely on how soon we will obtain those pictures.

If we can be of further assistance please advise. I note that in a letter from Mr. H. W. Byerly, General Immigration Agent, he has arranged for Mr. W. E. Holt, Glendive, to be of assistance to you.

Very truly yours,

encl.

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

3447

April 25, 1928. KB

Dear Mr. Holland:

Your letter of April 12 to the Haynes Picture Shops, Inc., St. Paul, Minnesota, was referred to this office.

We mailed you the four photographs to which you referred, three of which you returned. You will have first publication rights in the sporting magazine field on picture No. 1964 which you retained, and there will be no charge.

Very truly yours,

Mr. R. P. Holland, Editor,
Field and Stream,
578 Madison Avenue,
New York City, New York.

345

April 25, 1928.
K8

Dear Mr. Grady:

My attention has been drawn by Mr. Howard Ellsworth, Agent, Northern Pacific Railway at Fargo, North Dakota, to the February, March and April bulletins of the Kiwanis organization in the district of Minnesota and the Dakotas in which you have given liberally of your valuable space to the Northern Pacific and the special train which will be operated to the Kiwanis International at Seattle, June 18-21.

I am addressing this letter to you to express our appreciation for your splendid co-operation with our officers in charge. We hope earnestly that the journey of the Kiwanians over the Northern Pacific to Seattle, and your stay in the Convention City will be marked by the fullest measure of enjoyment and pleasure.

Yours very truly,

Mr. R. Armestead Grady,
808 Wolvin Building,
Duluth, Minnesota.

cc-Mr. L. R. Challoner
Mr. H. H. Ellsworth
Mr. R. W. Clark

348

April 25, 1928.

KS

Dear Mr. Lammers:

I just have had the pleasure of reading the district of Minnesota and the Dakotas bulletins of February, March and April which were forwarded to me by Howard Ellsworth, Agent, Northern Pacific Railway at Fargo, North Dakota, and I want you to know that we appreciate the splendid co-operation our officers have had from you and Mr. Grady in arranging for the Northwest Kiwanis special to the Kiwanis International at Seattle, June 18-21.

The bulletins have set before the members in graphic and appealing ways the pleasures of the trip to the Pacific Northwest over the Northern Pacific line; and the generosity of the publishers of the bulletins in the amount of space given to the special train must have a positive affect in contributing to the success of the forthcoming trip.

Our wish for you now is that your journey to the coast and your visit to Seattle will be marked by abundant pleasure and enjoyment.

Yours very truly,

Mr. J. H. Lammers,
District Governor,
Kiwanis Clubs,
Wessington Springs, S.D.

cc-Mr. L. R. Challoner
Mr. H. H. Ellsworth
Mr. R. W. Clark

347

April 25, 1928.
S-3

My dear Mr. Elliott:

Answering your letter of April 12:

I give below tons of coal consumed for all purposes and the cost thereof, including handling expense, for 1920 and 1927.

	Tons of Coal	Cost
1920	2,853,344	$ 13,049,725
1927	2,614,739	8,321,005

Very truly yours,

(Signed) CHARLES DONNELLY.

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

348

April 25, 1928.
S-3

My dear Mr. Elliott:

For your information I enclose a copy of preliminary statement of freight train statistics for the month of March 1928 compared with March 1927.

You will note that on the main line all divisions excepting the Tacoma Division show good increases in gross and net ton miles handled. The gross tons per train mile also increased on each division excepting on the Idaho and on the Seattle. The use of Rosebud coal on the Idaho Division has had some effect on the train load on both the Pasco and Seattle Divisions in that there is a smaller tonnage of Roslyn coal being handled and which was formerly used in filling out trains. For the system the gross and net ton miles and the gross and net train load show increases.

Very truly yours,

(Signed) CHARLES DONNELLY,

Encl.

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

St. Paul, Minn., April 25, 1928.
3-6

Mr. J. G. Woodworth,
Vice President.

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

(Signed) CHARLES DONNELLY p

Encl.

350

April 25, 1928.
S-6

My dear Mr. Elliott:

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

Very truly yours,

(Signed) CHARLES DONNELLY.P

Encl.

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

351

Saint Paul April 25 1928

W E Coman
Seattle

Your wire date Request from Spokane Chamber is for contribution towards the sustaining fund campaign for building up that section of country between Rocky Mountains and Cascade Mountains along our line Stop Plan contemplates so far as we are concerned indirect advertising which will be handled by the Chamber through magazines newspapers press service and radio Stop Have taken no action other than to inquire of other roads if they have received similar request and what action they propose to take Stop Will wait for your further views D-15

E M Willis

357

April 25, 1928.
9-3

My dear Mr. Lengby:

Our general office employes are considering organizing a so-called credit union for the purpose of assisting employes when they are in need of money and to make it unnecessary for them to borrow from loaning agencies which charge high rates of interest and fees of one kind or another. A representative of the Banking Department of the State of Minnesota has talked with me about it, and before passing upon the application for a charter wants to be sure that the Northern Pacific is not opposed to the plan and that it will cooperate in affording the secretary of the union necessary time to keep the books of the union, as well as office space in the general office building. I have said that it would be necessary for me to have information more in detail as to how the proposed organization will function, and they have promised to furnish it.

The statement was made to me that there is a similar organization in the Great Northern general office. Will you tell me if that is so and to what extent the Great Northern Railway Company has approved of the organization, and in what way if any the Great Northern cooperates along the lines our employes have indicated to me the Northern Pacific would be expected to cooperate?

Very truly yours,

(Signed) E. M. WILLIS

Mr. J. A. Lengby,
Assistant to the President,
Great Northern Railway Company,
St. Paul, Minnesota.

35

April 25, 1928.
S-3

My dear Mr. Webster:

I am told that the general office employes, and perhaps other classes of employes, on the Soo Line have organized what is known as a credit union for the purpose of loaning money to employes, thereby making it unnecessary for them to borrow from the loaning agencies that charge high rates of interest. Some of our general office employes called on me today about organizing a credit union in the Northern Pacific, and brought with them a representative of the State Banking Department. The latter told me that the Banking Department did not want to approve the application for a charter without some assurance that the plan would have the approval of, or at least would not be opposed by, the Northern Pacific Railway Company. I have said that I would want to have information more in detail as to how the organization would function and what would be expected of the Northern Pacific in the event it is organized, and they have promised to furnish me with that information.

Would you mind telling me whether there is such an organization among your employes, how it functions, and what relation the Soo Line Company bears to it -- that is, has the management given its approval and does it cooperate with the organization by way of allowing any of the officers of the organization to have the necessary time in which to keep the records, and do you provide any office space for their use?

Very truly yours,

(Signed) E. M. WILLIS

Mr. G. W. Webster,
Vice President,
MStP&SSM Railway Company,
Minneapolis, Minnesota.

354

April 25, 1928.
S-3

Dear Sir:

Answering your letter of April 24:

Mrs. Buzzell has approached the Northern Pacific with a similar request. I have asked some of our people for their views upon it and I am waiting to hear from them. However, personally, I think it is something that should be declined and I think that will be our position; I will advise you definitely, however, as soon as I hear from our people.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. G. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.
cc--
Mr. Charles Jensch, Comptroller.
CStPM&O Railway Company,
St. Paul, Minnesota.

St. Paul, Minn., April 25, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Please arrange to deliver business car 11 to the Burlington to be attached to their train No. 48 leaving Saint Paul 8:45 p.m. Friday, April 27, for Chicago. The car will move deadhead in charge of porters.

cc—

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

356

April 25, 1928.
S-6

My dear Mr. Elliott:

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

Very truly yours,

P

Encl.

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

cc—
Mr. J. M. Hannaford.

April 25, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 20, enclosing SP&S AFE 4991 for installing culvert at mile post 132-24, just east of Goodnoe, Washington, at an estimated cost of $470:

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.

358

April 25, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 19, enclosing SP&S AFE 4980 for application of battery boxes and retirement of oil lamps in coach 217, at an estimated cost of $229:

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

Very truly yours,

(Signed) CHARLES DONNELLY 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.

359

St. Paul, Minn., April 25, 1928. A5

Mr. F. E. Williamson,
Vice President.

I have your letter of April 23, about the necessity for providing additional trackage at Sawyer, Washington, before the fruit season opens, which it is estimated will cost $2,924.00. I return print showing the trackage to be constructed, which you may arrange to have done at the entire expense of the Railway Company, submitting the usual AFE to cover.

encl.

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

x

360

Frank 602

Washington, D. C., April 25, 1928.

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

Your wire suggesting meeting of Presidents Conference Committee on Valuation in New York May fifteenth. Think it doubtful if I shall be able to attend.

Charles Donnelly

361

April 25, 1928.A5

Dear Sir:-

Referring to your letter of April 4, about the possible value of an appliance for setting air brakes when a wheel leaves the rail:

Our Mechanical Department have knowledge of many devices and arrangements conceived for this purpose, but all of such devices which have been attached to cars have been failures. The principal trouble is in the difficulty of maintaining a device that is efficient in accomplishing the object of automatically applying the brakes whenever a wheel leaves the rail. Another feature in connection with such devices is the frequency with which they operate when not desired because of the movement of the trucks being sufficient to operate the brakes when the wheels do not leave the rails.

From experience recorded in connection with such devices that have been tried it is quite generally the opinion of railroad men and air brake experts that such devices cause more harm than would be offset by any benefits that can be gained from them.

Yours very truly,

(Signed) C[illegible] CONNELLY

Mr. R. F. Groves,

Prentice, Wisconsin.

362

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

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

I attach copy of a letter addressed to Mr. Donnelly and Mr. Budd by Mr. Turner, with respect to charges being made by the Great Northern against the S.P.& S. for switching at Spokane.

Mr. Turner does not state definitely that the business to which he is referring is business originating at Portland or Vancouver. I assume it is and that the rate assessed by the Great Northern for switching business originating at SP&S points east of Vancouver is being considered as non-competitive business when switched at Spokane.

In line with our conversation, will you please send Mr. Ponthen a copy of Mr. Turner's letter and ask him to find out from Mr. Crosbie's office exactly what business is referred to and also what practice the Great Northern followed with respect to the class of business referred to in the letter switched to Great Northern industries prior to the time they undertook to handle the S.P.& S. business at Spokane. In other words, when the Northern Pacific handled S.P.& S. business at Spokane, did the Great Northern assess the non-competitive or the competitive switching rate on business destined to Great Northern industries at Spokane?

I will want to discuss this matter with Mr. Donnelly early next week, and I shall be glad if you will ask Mr. Ponthen to wire what he finds out.

(Sgd) J. M. FOOHE

encl.

363

April 25, 1928. A5

Dear Mr. Martin:

As you were advised prior to your departure from St. Paul, arrangements have been made for your retirement from the service effective April 1, 1928, with a pension allowance of $41 per month. From this amount there will be deducted 70¢ for group insurance and 50¢ for N.P.B A., making a monthly allowance to you of $39.80.

I am glad that we were able to fix up your pension on that basis, and I hope it will be satisfactory to you. The pension checks are mailed on the last of the month and your April allowance should reach you shortly after the first of May.

Very truly yours,

(Signed) A. M. GOTTSCHALD.

Office Manager.

Mr. Wm. S.J. Martin,
c/o C. A. Clark,
1322 Stonewall St.,
Brunswick, Georgia.

367

St. Paul, Minn., April 25, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of April 25, about the retirement of William S. J. Martin, business car chef, effective April 1, 1928:

Mr.Martin desires to keep his group insurance in force and we have been deducting 70¢ from his pay each month for this purpose. He also desires to retain his membership in the N.P.B.A.

(Signed) J. H. POORE

365

April 25, 1928. KB

Dear Mr. Wallace:

Your letter of April 14 addressed to Colonel Nichols in which you asked for information regarding the building of the Northern Pacific line to Sauk Centre, has been referred to me.

Our records are somewhat meager but I have culled from them the following information which I hope will be helpful in preparing the type of story you plan for the anniversary number to be published May 31:

The Little Falls and Dakota Branch of the Northern Pacific Railroad was constructed from Little Falls to Sauk Centre in the summer of 1882, and was extended and completed to Morris that fall. The territory south from Little Falls at that time was recognized as fertile with potential possibilities for large and profitable development. The parent railroad company responded to the needs of the settlers and towns, and the railroad construction was carried on with dispatch.

Henry Villard was President of the Northern Pacific at the time of the construction of this branch line; Thomas F. Oakes was Vice President; General Adna Anderson was the Engineer in Chief; General Herman Haupt served in the capacity of General Manager, while Colonel Charles B. Lamborn was the Land Commissioner.

Seven agents served the Northern Pacific at Sauk Centre from the time of construction of the line up to now. They were:

F. M. Hines	1882 to 1884
G. B. Ogsbury	1884 to 1890
*	1891 to 1892 (Dec.)
T. W. Mann	Jan. 1893 to May 1894
J. W. Ward	June 1, 1894 to June 24,1904
W. P. Rhoda	June 24, 1904 to Dec.15,1904
F. S. Parker	Dec. 15, 1904 to date.

You will note that the name of the agent serving from 1891 to December, 1892 is not supplied. Our records do not carry this name, but doubtless you can supply it locally.

Mr. Asa M. Wallace (2)

If there is other information you desire for your anniversary number, or should you wish to use cuts or further stories about the Northern Pacific, I will be pleased to endeavor to supply them.

Yours very truly,

(Signed) [illegible]

Mr. Asa M. Wallace,
Editor, Sauk Centre Herald,
Sauk Centre, Minnesota.

St. Paul, Minn., April 25, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 23 and returning proposed contract with E. J. Dunnigan covering grade separation work at Walnut Street, Yakima:

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

(Signed) CHARLES DONNELLY.
P

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

367

April 25, 1928.
S-6

My dear Mr. Pyeatt:

I have just received with your compliments copy of the annual report of The Denver and Rio Grande Western Railroad Company for the year ended December 31, 1927, for which please accept my thanks.

Very truly yours,

(Signed) CHARLES H. [illegible]

Mr. J. S. Pyeatt, President,
The Denver & Rio Grande Western RR Co.,
Denver, Colorado.

St. Paul, Minn., April 25, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 12 transmitting Seattle Division AFE ED No. 79 covering spur to serve the American Cracker Company at Interbay, Seattle:

I return herewith signed copy of the industrial track agreement for delivery to the Cracker Company. The copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

369

April 25, 1928.
S-3

My dear Mr. Hix:

I appreciate very much your courtesy in sending me a copy of the annual report of The Virginian Railway Company for the year ended December 31, 1927.

Very truly yours,

(Signed) CHARLES [illegible]

Mr. Charles H. Hix, President,
The Virginian Railway Company,
Norfolk, Virginia.

St Paul Minn April 25 1928

5.15 P 310

J L Watson
c/o F J Berry
Spokane

Have just had talk with Clark about Brown lease matter at Fargo They are anxious to secure site for Reo people without further delay and as your file indicates Brown has not lived up to his promises I think instructions should be given to Conmy to proceed at once Your file indicates that present extensions were given by authority of executive department I do not recall hearing anything about this matter recently although of course you may have mentioned it to me at some time In any event we cannot be charged with not being lenient and as the site is wanted for an industry that will presumably pay its rent and give us substantial business I think there can be no question but what we should get rid of Brown immediately Will you instruct Hickey or would you prefer to have instructions come to you from this office.

J H Poore

St Paul April 26 1928
E-S

371

W C Showalter
Tacoma

Please advise Tacoma newspapers that F E Williamson vice president in charge of operation of the Northern Pacific today authorized employment of one hundred fifty additional car repairers to be distributed in the shops at South Tacoma as well as Laurel St Paul and Brainerd These men will be added to the force May first They will be used largely in the reconditioning of freight cars to place the company's rolling stock in first-class shape for the heavier movement of freight which is foreseen for the late summer and fall

F W DeGuire

372

St Paul April 26 1928
E-8

W J Gregoire
Helena

Please advise W A Campbell Helena Independent that F E Williamson vice president in charge of operation of the Northern Pacific today authorized employment of one hundred fifty additional car repairers to be distributed in the shops at Laurel as well as St Paul Brainerd and South Tacoma These men will be added to the force May first They will be used largely in the reconditioning of freight cars to place the company's rolling stock in first-class shape for the heavier movement of freight which is foreseen for the late summer and fall

F W DeGuire

323

St Paul April 26 1928
E-8

T B Nelson
Brainerd

Please advise Brainerd newspapers that F E Williamson vice president in charge of operation of the Northern Pacific today authorized employment of one hundred fifty additional car repairers to be distributed in the shops at Brainerd as well as Laurel St Paul and South Tacoma These men will be added to the force May first They will be used largely in the reconditioning of freight cars to place the company's rolling stock in first-class shape for the heavier movement of freight which is foreseen for the late summer and fall

F W DeGuire

April 26, 1928.

Dear Mr. Biggar:

We have a letter of April 23 from Mr. D. D. Richards, Advertising Department, Sears Roebuck & Company, Chicago, advising that your station will use Howard Melaney, the Northern Pacific Singing Fireman, Saturday night, April 28, and twice in May, and requesting that we send to you photographs and publicity material.

I am pleased to hand you herewith one bust, one three-quarter length, and one locomotive interior picture of Mr. Melaney, together with two copies each of four news stories of varying lengths which I hope will be helpful. If you obtain space in the newspapers I would appreciate clippings.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. George Biggar,
Sears Roebuck & Co. Radio Station,
Kansas City, Mo.

375

St Paul April 26 1928
E-8

J. E Spurling
Billings

Please advise Leon Shaw Billings Gazette that F E Williamson vice president in charge of operation of the Northern Pacific today authorized employment of one hundred fifty additional car repairers to be distributed in the shops at Laurel as well as St Paul Brainerd and South Tacoma These men will be added to the force May first They will be used largely in the reconditioning of freight cars to place the company's rolling stock in first-class shape for the heavier movement of freight which is foreseen for the late summer and fall

F W DeGuire

April 26, 1928.
E-8

Dear Sir:

I have been advised that the Circle Chamber of Commerce is sponsoring a celebration to mark the completion of the new Redwater Branch Line. As soon as you have determined the date for this celebration and the program I would like very much to have you supply the information to me promptly.

If I can co-operate in making the celebration a success I would be pleased to have you call upon me.

Very truly yours,

(Signed) F. W. DeGUIRE

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

377

Paid

8.50 AM

St Paul Minn April 26 1928

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

T J Cutler retired mechanical superintendent passed away last night.

Charles Donnelly

Charge Nor Pac Ry Co
Exec Dept

378

Paid

8.50 AM

St Paul Minn April 26 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

T J Cutler retired mechanical superintendent passed away ten

PM last night Have advised Mr Elliott.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

379

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

Mr. E. T. Dakin,
General Auditor.

Replying to your letter of the 25th instant, in regard to the electric sign situation at Minneapolis:

There is nothing new on this and Mr. Donnelly has not yet had an opportunity to talk with Mr. Budd.

(Signed) B. O. JOHNSON.

382

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

Mr F. W. Sweney,
Comptroller.

Referring to your letter of the 25th instant:

I am still waiting to hear from our west end people with respect to taxes on the Ferry-Baker Mill tracks at Everett.

(Signed) CHARLES DONNELLY

381

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

Mr. F. E. Williamson,
Vice President.

On this year's St. Paul Baseball Team there are two players who are employes at Como Shops. One is K. Ristine, apprentice, and the other, A. Stepnick, helper. In line with the practice followed the past few years, will you please grant these two employes leave of absence with pay on Saturday afternoons when the shops are working full time on Saturdays. I would like to have the arrangement made effective as of April 21, as these two boys obtained leave on that date with the understanding that I would take the matter up with you to secure formal approval.

(Signed) J. M. [illegible]

382

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

Mr. P. B. Lacy,
Treasurer.

I hand you herewith voucher for $400 which please credit to the Athletic Fund, to be drawn on from time to time as expenditures are made. I understood you to say that you intended to keep this fund in your custody.

I have today written you other letters requesting you to pay entry fees for our baseball and kittenball teams in the city leagues in which they will participate this year.

encl.

383

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

Mr. P. B. Lacy,
Treasurer.

Will you please send check for $27.50 to Ernest Johnson, Treasurer, Saturday Baseball League, in payment of the entry fee of the Northern Pacific Baseball Team in the Saturday League. Check should be sent to Mr. Johnson at Room 218, Court House.

cc-Mr. S. A. Bertelsen.

384

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

Mr. P. B. Lacy,
Treasurer.

Will you please send check for $12.00 to Ernest Johnson, Treasurer, St.Paul Amateur Kittenball Association, for entry fee of the Northern Pacific team in the Commercial League. The check should be mailed to Mr. Johnson at 218 Court House.

(Signed) J. H. POORE

cc-Mr. H. J. McLain.

(Signed) J. H. POORE

385

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

Mr. R. H. Relf,
Assistant Secretary.

I hand you herewith, for filing, one original of contract between the Great Northern, Northern Pacific and First National Bank covering projection of bank building front above the property line specified in the contract of April 27, 1915. Will you please furnish interested departments with copies of this contract.

(Sgd) CHARLES DONNELLY

encl.

384

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

Dear Mr. Coman:

In accordance with your letter of the 6th instant, the contract between the O-W.R.R.& N., the Northern Pacific and the Pacific Coast Railroad Company, covering separation of grades at Argo, Seattle, has been executed for the Northern Pacific and three copies are returned to you herewith. In due course, will you please have returned to me the copy of the contract which has been marked, "N. P. copy".

Yours very truly,

(Signed) CHARLES DONNEL

C

encl.

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

cc-Mr. R. H. Relf.

(Signed) CHARLES DONNEL

C

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

Mr. F. E. Williamson,
Vice President.

In accordance with your letter of the 23rd instant, Mr. Bunn has executed and I return herewith proposed contract with J. C. Matthews covering the lowering of a culvert near Pontiac, Washington. One copy of the contract is returned to you herewith.

As this contract is one which releases the Railway Company from further liability with respect to the drainage of the adjacent lands, I think it should probably be recorded in the county records. I am, therefore, filing our copy with the Right of Way Department and Mr. Watson will arrange for recording if he and Mr. Winders decide that that is the advisable thing to do.

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

388

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 23 and returning proposed contract with Foley Brothers covering the manufacture of concrete products at Darling, Minnesota:

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

(Signed) CHARLES DONNELLY.P

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

April 26, 1928. K5

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of April 23, together with copy of the third edition of the publication entitled "Selling a City". Your letter and the enclosure will be brought to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(Signed) E. M. Wilkes

Mr. Andrew M. Heath,
Advertising Department,
The World's Work,
Garden City, New York.

390

St. Paul, Minn., April 28, 1923.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 23 and returning proposed contract with Morrison-Knudsen Company covering the loading of twenty thousand yards of maintenance gravel at Frenchtown pit:

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

(Signed) CHARLES DONNELLY P

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

391

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 25 and returning proposed contract with Frank F. Yeager covering grading, graveling and removal of sidewalk for extension to Narrow Street, Sumner, Washington:

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

(Signed) CHARLES DONNELLY.P

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

394

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 23 and returning proposed contract with Siems & Carlson covering the quarrying and loading of rock for riprap work along the water front of Lake Pend d'Oreille:

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.

393

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 25 and returning proposed contract with Addison Miller, Incorporated, covering the handling of ore at Superior ore docks:

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

(Signed) CHARLES DONNELLY P

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

394

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 25 and returning proposed contract with Leo S. Ross covering the construction of a fruit display stand at Yakima, Washington:

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

(Signed) CHARLES DONNELLY.P

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

April 26, 1928.
3-6

Dear Sir:

Referring to your joint letter of April 21, enclosing SP&S AFE 4992 for installing culvert at mile post 150-04 near Moonax, Washington, at an estimated cost of $565:

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

Very truly yours,

(Signed) CHARLES DONNELLY?

Encl.

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

396

April 26, 1928.
9-6

My dear Mr. Elliott:

I enclose a copy of crop report No. 3, dated April 25, prepared by The Van Dusen Harrington Company of Minneapolis.

Very truly yours,

(Signed) CHARLES LOMBARD

Encl.

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

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

Mr. F. E. Williamson,
Vice President.

I have your letter of April 18 with Idaho Division AFE ED No. 50 covering additional trackage at Parkwater for taking care of repair work on refrigerator cars. You may consider the proposed expenditure as informally authorized, and signed copy of the AFE will reach you in due course.

(Signed) CHARLES DONNELLY.

398

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

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

Answering your letter of April 24, file EP-12-3824, and returning blue prints which accompanied it:

The gas car which the Northwestern Improvement Company is purchasing for the Minnesota & International Railway Company should be stenciled on either side "Northwestern Improvement Company, Owner". This stenciling should be kept intact so long as the ownership of the car rests with the Improvement Company, which it is now contemplated will extend over a period of four years. I think an appropriate location for this stenciling would be near the bottom of the side of the car approximately under the word "International" as shown on your drawing No. 32637.

(Signed) B. O. JOHNSON.

Encl.

April 26, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of Idaho Division AFE ED No. 50 covering 5700 feet of additional refrigerator car repair tracks at Parkwater, at an estimated net cost of $15,264, of which $14,238 is chargeable to Additions and Betterments.

This work is made necessary by our arrangement with the Northern Refrigerator Car Company for handling heavy and light repairs to refrigerator cars at Parkwater. It is covered by item No. 225 in the 1928 budget at an estimated net cost of $11,253. The excess of the AFE estimate is accounted for by approximately $1100 for an air line which, however, will not now be constructed as it has been concluded that an air line is not necessary. There will also be constructed 50 feet of track in excess of that contemplated in the budget. The budget estimate was prepared without a detailed field examination having been made, which accounts for the balance of the AFE excess.

There is every indication that there will be a heavy fruit crop this year and in order that this facility may be available in time I have given Mr. Williamson informal authority to proceed with the work. Will you please have the AFE approved by the Committee or Board?

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

400

April 26, 1928.
S-3

Dear Sir:

Your letter of April 9 to Mr. Donnelly was received during his absence and has remained unacknowledged in anticipation of his return to Saint Paul. He has not returned, however, and I am sending you this note so you will understand the delay in receiving an answer to your letter. It will be called to his attention at the earliest opportunity.

Very truly yours,

Mr. Howard Toole,
Montana Block,
Missoula, Montana.

401

April 26, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division Tax Department AFE No. 1084 covering Northern Pacific's proportion, $22,509.70, of assessment for Storm and Sanitary sewer system, local improvement district No. 90 at Auburn, the total assessment amounting to $174,136.54. Also attached to the AFE is a copy of Mr. Murray's letter of April 14 to Mr. Sanders, indicating that there was no way of avoiding the assessment. It will be charged against the 1928 budget, and I recommend formal approval of the AFE by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

402

April 26, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 75 covering the redriving of nine bents of bridge No. 9 near Hazelwood, Washington, on the Lake Washington Belt Line, at an estimated net cost of $11,298, of which $9,597 is chargeable to Additions and Betterments.

You will note in the narrative of the AFE that if the bridge was to be entirely renewed the cost would be $9103 with an annual maintenance cost of $1800, as compared with a total cost for redriving nine bents and filling the remainder of the bridge of $11,403 with an annual maintenance of $1438. The work is covered by items Nos. 150 to 157 of the 1928 budget, and I recommend formal approval of the AFE by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

H03

April 26, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 63 covering paving of various crossings on Spokane Street, Seattle, at an estimated net cost of $20,547, of which $15,169 is chargeable to Additions & Betterments.

Under franchise ordinance the Northern Pacific is required to do this paving when directed by the city, and notice having been received to that effect, the work should be authorized. Will you please have the AFE approved by the Committee or Board? It is not a budget item.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

404

Paid

10am

St Paul Minn April 26 1938

A S Ainsworth
Thompson Falls Montana

Your wire twenty-fifth The information contained in my wire twenty-first to the Chairman Board of County Commissioners and Chairman Montana Railroad Commission stands namely we will furnish stub rail service for White Pine to extent of its requirements until expiration of tariffs early part of May D-16

Charles Donnelly

Charge: Nor Pac Ry Co
Executive Dept

cc—
Mr. F. E. Williamson
Mr. H. E. Stevens
Mr. D. F. Lyons

404 1/2

April 26, 1928. A4

Dear Mr. Budd:

In accordance with your letter of the 17th instant, supplemental contract between the Great Northern, Northern Pacific and the First National Bank, covering the projection of the bank building front above the property line stated in the ownership contract, has been executed and one copy of the contract is returned to you herewith. I have today forwarded the third copy to Mr. Brown.

Yours very truly,

(Signed) CHARLES DOWELL

P

encl.

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

cc-Mr. Cyrus P. Brown.

405

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

Mr. F. R. Williamson,
Vice President.

Referring to your letter of April 25 about request of implement companies and automobile representatives for the construction of an unloading platform at Hartline, Washington, on the Idaho Division, which it is estimated will cost $358:

I return blueprint received with your letter, andthis will be your authority to arrange for the construction of this platform, submitting the usual AFE in due course.

encl.

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

4051/2

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

Mr. C. C. Kyle,
Purchasing Agent.

Replying to your letter of the 26th instant, in regard to inquiry of the Cascade Lumber Company, of Yakima, for one track mile of 85# relay rail with angle bars:

I approve sale of this rail at a price of $32 per gross ton delivered at Swauk.

I also approve the sale of such switch material as we can furnish.

(Signed) CHARLES DONNELLY.
P

404

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

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of April 25 and have executed and return form of annual reports of the -

Northern Pacific Railway Company
The Gilmore and Pittsburgh R. R. Co., Ltd.
Lemhi Telephone Company
Northwestern Improvement Company
Northern Express Company

to the State of Montana for the year ended December 31, 1927.

encl.

407

x

Frank 58-F

Washington, D.C., April 26, 1928.

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

Please express to the members of Mr. Cutler's family my deep sym.. thy in their bereavement. Also arrange to send flowers for Mrs. Donnelly and me.

Charles Donnelly

x

408

Frank 602

Washington, D. C., April 26, 1928.

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

Your letter April nineteenth about Ostrander Tunnel has been forwarded to me here. You are authorized to proceed with work in accordance with plan suggested by Engineering Department.

Charles Donnelly.

409

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

Mr. F. E. Williamson,
Vice President.

Your letter of April 21 enclosing copy of a memorandum about the Santiam Line, has been forwarded to me here. I am glad to get your notes about this extension.

Our March figures are exceedingly gratifying, and I want to congratulate you upon them.

I am uncertain when I shall be able to leave here. I hope, however, that I will be able to start west from New York on Monday evening next.

(Signed) CHARLES DONNELLY.

410

April 26, 1928. K5

Dear Sir:

Your letter of April 25 to Mr. Donnelly, enclosing clippings about the activities in connection with boys' and girls' club work in Michigan, has been received in his absence from the city. I am sure Mr. Donnelly will be interested in these clippings, and they will, with your letter, be brought to his attention at the first opportunity.

Yours very truly,

(Signed) [illegible]

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

411

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

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

Referring to my letter to Mr. Elliott of April 20 about application of the Builders Supply Company, Incorporated, for a fifteen year lease covering a portion of our water front property at Everett, Washington:

The issuance of this lease as recommended was approved at a meeting of the Executive Committee held April 25, 1928, and you may arrange to complete the transaction.

P

412

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

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

Referring to recent exchange of correspondence about proposed lease to the International Harvester Company at St. Cloud:

The issuance of a lease to the Harvester Company was formally approved at a meeting of the Executive Committee held April 25, 1928.

413

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

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of April 20, and my letter to Mr. Elliott of the twenty-first, copy attached, recommending issuance of a coal mining lease to R. D. Van Slyke et al., covering certain lands in Lewis County, Washington:

At a meeting of the Executive Committed held April 25, 1928, approval was given to the issuance of this lease, and arrangements will be made at a later date for formal ratification by the Board of Directors of the Northwestern Improvement Company.

encl.

cc-Mr. R. H. Relf

414

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 23 about the case of Fred Morgan, General Chairman, Brotherhood of Locomotive Engineers, formerly employed as engineer on the Fargo Division:

We have today instructed Mr. Sweney to place Mr. Morgan's name on the special payroll at an allowance of $70.45 per month, effective April 16, 1928.

P

415

Paid

1110am

St. Paul, Minnesota, April 26, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

Message about plans and mail received and understood.

A. M. Gottschald

Charge NPRRCo Executive Dept

416

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

Mr. F. W. Sweney,
Comptroller.

Please arrange to add to the special payroll the name of Fred Morgan, formerly engineer, Fargo Division, but recently General Chairman, Northern Pacific System, Brotherhood of Locomotive Engineers, at an allowance of $70.45 per month, effective April 16, 1928.

Mr. Williamson, who is receiving a copy of this letter, will advise address to which check should be sent.

(Signed) CHARLES DONNELLY.

P

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

417

April 26, 1928.
KS

Dear Mr. Jacob:

At the request of Mr. J.W. Haw, Director of the Agricultural Development Department, I am pleased to hand you herewith a two-column cut and a news article regarding the Northern Pacific singers for use in connection with your program of Saturday, May 5. We have not yet received from the engravers the new cut of the singers, but I trust this will serve your purpose.

Yours very truly,

encl.

Mr. L. A. Jacob,
County Agent,
Anoka, Minnesota.

cc-Mr. J. W. Haw

3.40 P.

St Paul Minn April 26 1928

2/18

F J Berry

Spokane

Yesterday I wired J L Watson in your care Was wire delivered to him. C-7.

J H Poore

419

April 27, 1928.
B-3

Dear Mrs. Buzzell:

Answering your letter of April 21 addressed to Mr. B. O. Johnson, who is absent, and letter of the same date addressed to me:

I have discussed with some of our officers the suggestion that the Northern Pacific contribute $1200 in support of the public safety campaign which the Board of Education, Safety Council and the Saint Paul Daily News are inaugurating through the children of the public and parochial schools.

As perhaps you know, the Northern Pacific has been doing a good deal of work, at substantial expense, in promoting the so-called safety movement, and is very much interested in the subject. We think well of any plan that has for its object the prevention of accidents, but because of the active part which we have taken in this work, with its consequent expenditure of money, it is our conclusion that we would not be warranted in extending our financial obligations in this respect.

Very truly yours,

(Signed) E. M. WILLIS

Mrs. Marjorie Clifford Buzzell,
1430 Lincoln Avenue,
St. Paul, Minnesota.

420

April 27, 1928.
9-3

Dear Mr. Gay:

Answering your letter of April 24:

The contract with the Northern Refrigerator Car Line has only today been submitted for execution by Mr. Donnelly. On account of his absence it will probably not be signed until after the lapse of a few days, but this will give you the status of it. Just as soon as it is completed it will be put in line for submission to the Committee or Board for ratification.

Very truly yours,

(Signed) E. M. WILLIS

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

421

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

Mr. F. M. Metcalfe,
Superintendent of Safety.

Answering your letter of April 26 and returning the enclosure:

The Northern Pacific has not subscribed for copies of the publication "Transportation" but the publisher has been sending copies to some of our officers, evidently in the hope that regular subscriptions would be entered.

(Signed) E. M. WILLIS

Encl.

422

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

Mr. C. C. Kyle,
Purchasing Agent.

Answering your letter of April 26 and returning letter from the Federal Trade Commission:

There is no objection to your furnishing the information requested.

(Signed) CHARLES DONNELLY

Encl.

At Washington, D. C.,
April 27, 1928. D

Dear Mr. Sturgis:

Referring to our exchange of letters about the Burlington annual meeting, to be held in Chicago on May 2:

It is now clear that I shall not be able to leave here in time to attend the meeting. I have, therefore, signed the powers of substitution transmitted with your letter of April 20 and return them to you herewith.

Very truly yours,

encl. (Signed) CHARLES DONNELLY.

Mr. C. I. Sturgis,
Vice Pres., Sec'y and Treasurer,
C. B. & Q. Railroad Company,
Chicago, Illinois.

4124

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

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

For your information, we have advised Mayor Thompson, of Chicago, that the Northern Pacific does not feel warranted in making at Chicago an exhibit in connection with the Cowboys' World's Championship Rodeo Contest as suggested by him. The Great Northern and Soo Line have taken a similar position, and undoubtedly the Milwaukee Road will be governed by the action of the Chicago terminal lines.

(Signed) E. M. WILLIS

425

April 27, 1928.
S-3

Gentlemen:

Referring to my letter of April 5:

We have advised Mayor Thompson, of Chicago, that the Northern Pacific does not see its way clear to making an exhibit in the Chicago stadium in connection with the Cowboys' World's Championship Rodeo Contest to be held in July and August, as suggested by him.

Very truly yours,

(Signed) B. C. JOHNSON.

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

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

Mr. F. E. Williamson,
Vice President.

Herewith a letter dated Berlin, April 11, addressed to the Northern Pacific Railway Company at New York by Hans Rossow, about a so-called Jordan track brake. No response has been made to Mr. Rossow's letter either by our New York office or this office.

Will you please see that there is made to it such answer as may be appropriate?

(Signed) CHARLES DONNELLY.

Encl.

427

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

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

Answering your letter of April 26, file LA-397:

I think it is unnecessary to lay down a rule that we should meet the entertainment put on by the Great Northern at picnics and similar activities, and I think each case should be handled on its merits. I think it is something, speaking in a general way, that we should keep away from, but there may be instances when it will be desirable to consider taking some part, but in those instances I think the matter should be handled on its merits. To permit of appropriate action in such instances the recommendations of the traffic department should be made known.

(Signed) B. C. JOHNSON.

April 27, 1938.
S-3

Dear Sir:

Supplementing my letter of April 25:

We have advised Mrs. Buzzell that because of the active interest the Northern Pacific has been and is taking in the so-called safety movement, and the substantial amount of money that we have expended in that work, we do not feel warranted in contributing to the safety campaign that is being sponsored by the Board of Education, Safety Council and the Saint Paul Daily News.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. C. R. Martin, Vice President,
Great Northern Railway Company,
St. Paul, Minnesota.
cc—
Mr. Charles Jensch, Comptroller,
CStPM&O Railway Company,
St. Paul, Minnesota.

429

April 27, 1938.
S-3

Dear Mr. Robertson:

I have received your letter of April 23.

We will arrange to book Mr. Melaney for your convention on June 13, 14 and 15, and of this arrangement he is being advised.

Very truly yours,

(Signed) CHARLES DONNELLY, Jr

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

430

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

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

Mr. Robertson, of the B.of L.F.& E., has written Mr. Donnelly confirming the dates June 13, 14 and 15 on which it is desired that Mr. Melaney be present. Mr. Robertson has been advised that Mr. Melaney will be there. Mr. DeGuire is following up the matter of publicity and will communicate with Mr. Robertson or his representative about it.

(Signed) E. M. WILLIS

cc—

Mr. F. W. DeGuire.

431

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

Dear Mr. Gemmell:

Answering your letter of March 23 about Mayor Thompson's suggestion that the railroads stage an exhibit at Chicago in connection with the Cowboys' World's Championship Rodeo Contest:

The Northern Pacific has advised Mayor Thompson that it does not feel warranted in making such an exhibit. The Chicago terminal lines have agreed to decline.

Very truly yours,

(Signed) B. D. JOHNSON

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

St. Paul, Minn., April 27, 1928.
9-3

Mr. B. W. Scandrett,
General Solicitor.

I attach proposed supplemental agreement modifying the agreement of July 27, 1923, and permitting the Great Northern to dispose of its interest in the Midland National Bank of Billings, the supplemental agreement having been initialed by you and signed by Mr. Donnelly. The Burlington Road called attention to the fact that this supplemental agreement still permitted Mr. Marlow, as trustee, to sell the Midland Bank stock held by the Improvement Company and the St. Louis & Kansas City Land Company, and also permitted Mr. Marlow to hold in trust for the three companies, in equal parts, any stock remaining unsold, a condition not contemplated in view of the fact that Mr. Holden and Mr. Donnelly have given options to Mr. Westbrook, of the Midland Bank, to purchase their stock at a price of $142.50 per share, with interest at 5% from January 1, 1928, during the period of two years from that date. The Burlington has therefore rewritten the supplemental agreement, providing that after the Great Northern sells its interest the remaining shares shall be held by the trustee for the equal benefit of the Improvement Company and the St. Louis & Kansas City Land Company subject to the right of those companies to sell 133 shares each, cancelling sections 3 and 4 of the original contract.

I attached the rewritten supplemental agreement and would ask that, if in proper form, you will please initial and return it to me. I also attach for convenient reference copy of the original contract of July 27, 1923.

(Signed) E. M. WILLIS

433

St. Paul, Minn., April 27, 1928. A4

Mr. M. T. Sanders,
Tax Commissioner.

Referring to my conversation with you about mileage of the Redwater Branch in Dawson and McCone Counties:

I attach copy of a letter I have received from Mr. Thian which will, I think, give you the information you desire.

(Signed) J. M. MOORE

encl.

434

St. Paul, Minn., April 27, 1928. A4

Mr. A. L. Wielde,
Auditor Freight Receipts.

Referring to my conversation with you in regard to statement showing revenues on business interchanged with the Walla Walla Valley Railway Company:

In the monthly statement which you will prepare, will you please show separately, in addition to the Walla Walla Valley and Northern Pacific, the revenues which accrue to the S.P.& S. and Burlington System lines.

435

St. Paul, Minn., April 27, 1928. A4

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

Please note and return the attached file with respect to coal requirements of the Yellowstone Park Companies, which I received from Mr. Andersen with his letter of the 23rd instant. Apparently we are now in position to give the Park Company what they require and if a contract is entered into, as suggested by the Improvement Company, I assume there will be no further trouble.

(Signed) J. H. POORE

encl.

x

436

Paid

4.30 PM

St Paul Minn April 27 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Sturgis advises Burlington board meeting set for Wednesday May second postponed account lack of quorum.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

437

St. Paul, Minn., April 27, 1928. A4

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

Referring to your letter of the 28th ultimo, with which you enclosed a letter you had received from Mr. Judson, of the Pittsburgh Plate Glass Company, with respect to putting plate glass in the gas-electric cars we are purchasing:

I took this matter up with Mr. Williamson and attach a copy of his letter of the 27th instant. Do you think it would be advisable to incur the additional expense or should we advise Mr. Judson that because of the class of service in which these cars are to be used plate glass is unnecessary.

(Signed) E. O. JOHNSON.

encl.

438

St. Paul, Minn., April 27, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 25th instant, in regard to certain work equipment desired by the Camas Prairie:

I approve joint inspection and appraisal of the equipment named in your letter and will approve the sale to the Camas Prairie if satisfactory prices can be agreed upon.

(Sgd) CHARLES DONNELLY

St. Paul,Minn., April 27, 1928. A4

Mr.Silas Zwight,
General Mechanical Superintendent.

Will you please hand Mrs. Cutler the attached copy of wire I have received from Mr. Donnelly, expressing his sympathy in their present bereavement.

(Signed) J. H. MOORE

encl.

440

St. Paul, Minn., April 26, 1928. M4

Mr. F. E. Williamson,
Vice President.

Referring to your letter of the 5th instant, in regard to group insurance on employes transferred to the Camas Prairie Railroad service:

I attach copy of my letter of April 16 to Mr Cray; also copy of his reply of the 23rd instant. I have advised Mr. Cray that it will be satisfactory to the Northern Pacific to have the C-W.R.R.& N. carry the group insurance on Mr. W. R. Parker.

CHARLES DONNELLY

encl.

441

April 27, 1928. A4

Dear Mr. Gray:

I have your letter of the 23rd instant, in regard to group insurance on employes of the Camas Prairie. It will be satisfactory to us to have the group insurance on Mr. W. R. Parker, formerly Road Foreman of Engines, carried by the O-W.R.R.& N. Company.

Yours very truly,

(Signed) CHARLES DONNELLY

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

441 1/2

At Washington, D.C.,
April 27, 1928.
S-3

Dear Mr. Andrews:

Answering your letter of April 17, which has been forwarded to me here:

Some of our traffic department officers for some time have been giving consideration to the possibilities of a plan for operating in pool service a fast non-stop train for passengers only between Seattle-Tacoma and Portland with the expectation of recovering, if possible, some of the business that has been lost to the busses and private automobiles. Whether or not this would be an additional train has not been determined, but it is the thought that an additional train would not be justified. In any event, consideration of the plan has not progressed sufficiently to permit of any conclusion being reached, and it may prove to be impracticable. Our people have not yet discussed the matter with the Great Northern and Union Pacific. However, if it should be decided to operate a train such as that under discussion we shall carefully consider the suggestions that you have made.

Very truly yours,

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

442

St.Paul, Minn., April 27, 1928.
E-8

Dear Sir:

I have corrected the attached copy which I was requested by Mr. A. W. Thomson to send direct to you. Please see that the corrections are made.

Yours truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. C. C. Anderson,
Stationer.

443

April 27, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 149 covering application of door post reinforcing plates and grain tight sheathing angles to five hundred box cars, series 21500-23999, 37300-39049 and 39500-40999, at an estimated cost of $8,545, all of which is chargeable to Additions and Betterments.

This work is part of a program that we have been following for strengthening box cars in these series and eliminating heavy maintenance charges, and is covered by item No. 454 of the 1928 budget which provides for strengthening one thousand cars.

I recommend formal approval of the AFE by the Committee or Board.

Very truly yours,

Encl.

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

444

April 27, 1928.
KS

Dear Mr. Macaulay:

Your letter of March 30 and my reply of April 2:

We have assembled and prepared in story form material you requested for an article for the American Restaurant magazine. This we hope will serve your purpose. If we have omitted facts which you regard as essential, we will undertake to supply them.

I am enclosing also twelve photographs, all carrying cut lines from which you will make your selection. Also you will find blue prints, menu cards, booklets issued in co-operation with national organizations, seasonal menus, requisition sheet, memoranda, instructions, and price and portion list, which you may wish to use to supplement the story.

Will you please return the material you will not require in submitting your story?

Yours very truly,

encl.

Mr.S. Armour Macaulay,
223 North H Street,
Quincy, Illinois.

cc-Mr. A. W. Thomson

445

Paid

155pm

St. Paul, Minnesota, April 27, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

Message about plans and mail received and understood.

A M Gottschald

Charge NP RyCo
Executive Dept

446

Paid

400pm

St. Paul, Minn., April 27,1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

Second message about plans and mail received and understood.

A. M.Gottschald

Charge NPRyCo
Executive Dept.

405pm 447

St. Paul, Minn., April 27, 1928. J. W. Cooper
Chicago

Have arranged for porter to meet Mr Elliott arrival Manhattan Limited tomorrow.

A M Gottschald.

448

St. Paul, Minn., April 28, 1928. A4

Mr. F. E. Williamson,
Vice President.

I have your letter of the 27th instant, in regard to overhead crossing which the Buffelin Lumber & Manufacturing Company desires to construct near Eagle Gorge, Washington. I understand from your letter that in spite of the dangerous character of the proposed crossing you recommend that we permit its construction, and on that understanding your recommendation is approved.

(Signed) CHARLES DONNELLY

April 28, 1928.
E-S

Dear Mr. Safford:

Mr. Howard Melaney, the Singing Fireman of the Northern Pacific, told me today that from time to time you distribute publicity material and that you had used copy regarding Mr. Melaney which we had supplied. We are endeavoring to keep Mr. Melaney's publicity material up to date and also to prepare news stories from time to time. I am wondering if you would be interested in receiving copy and photographs. We maintain a comprehensive clip file and would appreciate having for that file any clips which might come to your attention.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Harold Safford,
Radio Station WLS,
Sherman Hotel,
Chicago, Ill.

450

April 28, 1928.
E-8

Dear Sir:

I just have noted that arrangements have been made to book Mr. Melaney on June 13, 14, and 15, for the convention of the Brotherhood of Locomotive Firemen & Enginemen to be conducted at SanFrancisco. Doubtless your organization will have use for some material about Mr. Melaney and photographs. These I will be pleased to furnish if you will put me in touch with the proper officer.

Yours very truly,

(Signed) F. W. DeGUIRE

D.13,
Mr. B. L. Robertson, Pres.,
Brotherhood of Locomotive Firemen & Enginemen,
Cleveland, Ohio.

April 28, 1928.
E-8

Dear Sir:

I have your letter of April 24 in which you advise that you had been in St.Paul recently but that I was absent from my office. I regret not having had the pleasure of seeing you.

I have read your letter with much interest and compliment you on your activity in behalf of the railroad. Your sets of clippings from time to time are very interesting and reflect your earnestness.

I am pleased to enclose herewith a copy of the storied history of the northwest.

Yours very truly,

Mr. O. S. Benjamin,
Ellensburg, Wash.

(Signed) F. W. DeGUIRE

452

St.Paul, Minn., April 28, 1928.
E-8

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

The attached stencil:

Will you please at your convenience have made for us 250 copies to be delivered to this office.

(Signed) F. W. DeGUIRE

Enclo

4153

St. Paul, Minn., April 28, 1928. A4

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

I attach copy of Mr. Williamson's letter of the 26th instant to Mr. Donnelly, in regard to proposed construction of new buildings at Fergus Falls. This is sent to you in case you have not received the information from some other source.

(Signed) J. M. MOORE

encl.

454

St. Paul, Minn., April 28, 1928. A4

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

Referring to my talk with you about the George D. Brown lease at Fargo:

I have just had a talk with Mr. Watson and he has instructed Mr. Conmy to take steps to get rid of Brown immediately. I understand this will be accomplished on Monday, which should dispose of the matter and leave the way clear for an application for the site by the parties the Traffic Department have in mind.

(signed) J. H. POORE

9.35 A.

455

St Paul Minn April 28 1928

W F Turner
President SP&S
Portland

A-24 Please advise what quotations you received for busses other than that of Will Corporation.

Ralph Budd

Charles Donnelly

cc-Mr. Ralph Budd

2455-2

St. Paul, Minn., April 28, 1928.
S-3

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of April 25:

I approve of entering in the minutes of meeting of the Executive Committee of the Spokane, Portland and Seattle Railway Company the contracts executed and AFE's approved during the calendar year 1927, as per list submitted.

(Signed) [illegible]

454

St Paul April 28 1928

J I Thomas
721 E First St
Duluth Minn

I have just wired the following to the city editor of the Duluth News Tribune quote Confirming telephone conversation last night regarding exclusive Sunday morning release: recognizing the growing importance of Duluth as a manufacturing and distribution center the Northern Pacific Railway through L R Capron freight traffic manager last night announced promotion of J I Thomas who has been division freight and passenger agent at Duluth to become assistant general freight and passenger agent in that city Duluth thus obtains a higher ranking Northern Pacific office and Mr Thomas' duties and responsibilities are correspondingly increased

F W DeGuire

Charge Nor Pac Esec Dept

H56 5/

St.Paul, Minn., April 28, 1928. K5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of April 25 and return notice of annual meeting of stockholders of the Montana Coal and Iron Company to be held in Billings on May 24, 1928, together with form of proxy to W. M. Johnston or H. J. Coleman, covering the 622 shares of stock owned by the Northwestern Improvement Company.

encl.

457

St Paul April 28 1928
E-8

City Editor
Duluth News Tribune
Duluth Minn

Confirming telephone conversation last night regarding exclusive Sunday morning release: recognizing the growing importance of Duluth as a manufacturing and distribution center the Northern Pacific Railway through L R Capron freight traffic manager last night announced promotion of J I Thomas who has been division freight and passenger agent at Duluth to become assistant general freight and passenger agent in that city Duluth thus obtains a higher ranking Northern Pacific office and Mr Thomas' duties and responsibilities are correspondingly increased Note to editor I have talked with Mr Thomas over the telephone He is at his home seven twenty one E First Street Flat four where he will furnish any additional detail and his photograph

F W DeGuire

Charge Nor Pac Exec Dept

457½

April 28, 1928.
S-S

My dear Mr. Corman:

I enclose copy of the material stock report of the Northern Pacific Railway Company for the month of March 1928.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

Mr. J. E. Corman, President,
CRI&P Railway Company,
Chicago, Illinois.

454

April 28, 1928. K5

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of April 26, inviting him to be a guest of The Midway Club at their luncheon to be held on Wednesday, May 23. Mr. Donnelly's return to the city is indefinite, but your letter will be brought to his attention at the first opportunity.

Yours very truly,

Mr. Arthur Caines, President,
The Midway Club,
Prior and University Avenues,
St. Paul, Minnesota.

458½

April 28, 1928.
S-6

My dear Mr. Holden:

I enclose copy of the material stock report of the Northern Pacific Railway Company for the month of March 1928.

Very truly yours,

(Signed) CHARLES DONNELLY
P

Encl.

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

459

April 28, 1928.
K5

Dear Sir:

Your letter of April 24 to Mr. Donnelly enclosing copy of the new booklet issued by the Columbia Basin Irrigation League, has been received during his absence from the city. It will be brought to his attention upon his return to the office.

We have also received supply of folders forwarded under separate cover and these will be distributed to various railway company representatives.

Yours very truly,

Mr. Roy R. Gill,
Vice President and Manager,
Holley Mason Hardware Company,
Spokane, Washington.

4594½

April 28, 1928.
9-8

My dear Mr. Elliott:

I enclose copy of the material stock report for the month of March 1928, which shows that the value of supplies on hand the last of the month was $12,050,489 as against the value of supplies on hand the first of the month of $12,143,669, a decrease of $93,180.

Very truly yours,

(Signed) CHARLES DONNELLY.
P

Encl.

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

460

St. Paul, Minn., April 28, 1928.

K5

Mr. J. G. Woodworth,
Vice President.

I am sending you herewith a supply of folders issued by the Columbia Basin Irrigation League on the subject of "The Columbia Basin Irrigation Project".

cc-Mr. F. E. Williamson
Mr. J. M. Hughes

460½

April 28, 1928.
S-6

My dear Mr. Elliott:

I enclose copies of freight and passenger department reports for the month of March 1928.

Very truly yours,

Encl.

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

461

April 28, 1928.
K5

Dear Mr. Lewis:

Supplementing my letter of February 16 about the celebration of National Egg Week of 1928:

I now enclose two copies of special menus which we have prepared for the purpose of featuring eggs and egg dishes on our dining cars during the week May 1 to 7, inclusive.

Yours very truly,

encl.

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

462

April 28, 1928. K5

Dear Mr. Gay:

I acknowledge receipt of your letter of April 25 enclosing list of items submitted and approved by the Executive Committee at meeting held that date, together with list of blanket authority AFE's reported as information.

Yours very truly,

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

463

April 28, 1928.
K5

Dear Sir:

Referring to your letter of April 4 and my acknowledgment of April 6 about report received by the Bureau of Safety 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:

Northern Pacific car 93680 arrived at Helena in this train with the air brakes cut out because of broken brake rod and brake hanger. When inspection was made at Austin, thirteen miles west of Helena, the brakes in this car were in good condition but when making inspection at Fort Harrison, 4.2 miles west of Helena, the trainmen found the brake rod and hanger broken, and they cut the air brakes out and took the car into Helena, personally reporting the defects to the inspector on arrival. The car was not carded as the head brakeman had no defect cards, and as Helena was the next stop he had no opportunity to get one from the caboose.

The brakes were working properly on Northern Pacific car 92085 at Blossburg, twenty miles west of Helena, when air test was made before starting down the mountain. The fact that this car had to go to the repair track at Helena because of brake shoes and brake head badly worn indicates that the brakes were holding down the mountain. No repairs were made at Helena because of air defects.

Very truly yours,

P

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

464

April 28, 1928.
K5

Dear Sir:

In accordance with the request contained in your letter of April 17 with respect to the mechanically operated fire door case before the Interstate Commerce Commission, I attach statements for the period 1918 to 1927, as of December 31, for the Northern Pacific Railway Company, Minnesota and International Railway Company, and the Gilmore and Pittsburgh Railroad Company, Limited. The Camas Prairie leases this class of equipment from the parent lines (Northern Pacific and Oregon-Washington Railway and Navigation Company) and the Northern Pacific engines on that line with their mileage are included in our statement. There is, however, a statement covering locomotives on that line leased from the Oregon-Washington Railway and Navigation Company. So far as the Camas Prairie is concerned, there were no reportable accidents during the period in question.

The Spokane, Portland and Seattle Railway Company, jointly owned by the Northern Pacific and Great Northern Railway companies, do not have any coal burning engines, and that company made no reports of accidents of the kind mentioned to the Interstate Commerce Commission.

The Northern Pacific Railway Company will be represented at the hearing by Mr. B. P. Johnson, Mechanical Superintendent.

Yours very truly,

encl.

Mr. R. H. Aishton, President,
American Railway Association,
17th and H Streets, N.W.,
Washington, D. C.

465

St. Paul, Minn., April 28, 1926.
S-3

Mr. R. H. Relf,
Assistant Secretary.

I return herewith your file PD-14-985 about Jose H. Shavelear, Agent-Operator, Idaho Division.

Please advise what Mr. Shavelear's pension allowance would be based on his earnings for the last ten years had he been in service during the entire period.

(Signed) E. M. WILLIS

Encl.

466

10 am

Paid

St Paul Minn April 28 1928

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

Your letter twenty-sixth Wrote you yesterday that Mr Melaney will be with you on dates you have selected D-18

Charles Donnelly

Charge: Nor Pac Ry Co
Executive Dept

St. Paul, Minn., April 28, 1928.
S-3

Mr. R. H. Relf,
Assistant Secretary.

Answering your letter of April 25 and returning papers which accompanied it:

I approve your recommendation that we accept the proposal made by McGraw, Kittinger & Case for renewal of insurance schedule on the terms stated.

Encl.

468

St. Paul, Minn., April 28, 1928.
S-3

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

I have given to Mr. Lengby, of the Great Northern, the information about rates of pay of general office building employes, but he has been unable to classify the information so as to compare it with similar positions in the Great Northern building. He has set up in tabulated form the Great Northern positions with the rates of pay, copy of which I attach. Please show in a parallel column similar information for the Northern Pacific and let me have the statement back.

(Signed) E. M. WILLIS

Encl.

St. Paul, Minn., April 28, 1928. A4

Dear Mr. Coman:

I have your letter of the 21st instant, in regard to Walla Walla Valley Railway Company business interchanged with the Northern Pacific, and attach a statement which I have had prepared showing the value of that business to the Northern Pacific for the year 1927. I am arranging to have a statement prepared each month, commencing with January 1, 1928, showing the revenue not only to the Northern Pacific but also to the C.B.& Q. system lines and the S.P.& S. A copy of this statement will be furnished you as received.

I think you are aware that the reason we bought the Walla Walla Valley lines was that if we had not done so there was danger the Union Pacific would have acquired control and we would have lost what business we had previously enjoyed. The cost of the stock and bonds of this company was $650,000, and between the date of acquisition and the present time we have made advances for new construction, etc., amounting to about $350,000. Our total investment as of the present time is, therefore, about $1,000,000.00.

You will note from the attached statement that the gross revenue secured by the Northern Pacific on business interchanged with the Walla Walla Valley Railway Company in 1927 was a little more than $360,000. In estimating the value of the Walla Walla lines to the Northern Pacific, we have heretofore assumed that by reason of our ownership our gross revenue is twice what it would have been had we not owned the property. That would mean that in 1927 we secured $180,000 more gross revenue than we would have secured had we not owned these lines. Assuming one-half of the gross is net, we obtained in the year 1927 approximately $90,000 net money from Walla Walla Valley Railway business. From this amount must be deducted the operating deficit of the Walla Walla Company, amounting to about $15,000, leaving as net return on our investment approximately $75,000, or about 7½%. Of course, 1927 was a bad fruit year, and I think that in normal years we may expect that the return on our investment will approximate 10%.

In your letter you refer to the Profit & Loss charge of $570,035. Of this amount $303,500 is the charge which was made to Profit & Loss because of the abandonment of the Walla Walla city lines, and of course the interest on the funded debt, amounting to $24,750, eventually becomes a charge to Profit & Loss whenever the operation of the line results in a deficit.

Yours very truly,

encl.

(Signed) J. H. POORE

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

cc-Mr. R. W. Clark.

(Signed) J. H. POORE

St. Paul, Minn., April 28, 1928.
S-6

Mr. B. W. Scandrett,
General Solicitor.

I enclose herewith executed extension agreements with the Moorhead Inspection Bureau covering inspection service at Duluth and Butte, which should have accompanied my letter to you of April 4.

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

471

St. Paul, Minn., April 28, 1928.
S-6

Mr. H. E. Stevens,
Chief Engineer.

Referring to your letter of April 26 and returning proposed contract with Foley Brothers covering the erection of two 75-ft. deck plate girders over the Redwater River near Circle, Montana:

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

(Signed) CHARLES DONNELLY p

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

April 28, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 12 covering additional and replacement of rail anchors between Thorp and Cle Elum, at an estimated net cost of $6419, of which $5907 is chargeable to Additions and Betterments.

For the reasons given in the narrative of the AFE I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

April 28, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Pasco Division AFE ED No. 43 covering the construction of an eight-span standard single track reinforced concrete trestle (bridge 79) near Lind, Washington, at an estimated net cost of $9134, of which $7184 is chargeable to Additions and Betterments.

This is a part of our bridge program for this year and is covered by items 143 to 149 in the 1928 budget. I recommend formal approval by the Committee or Board.

Very truly yours,

Encl.

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

St. Paul, Minn., April 28, 1928.
B-6

Dear Sir:

I return herewith, approved, payroll of the Gilmore & Pittsburgh Railroad Company for the first half of April 1928, amount $2357.12.

Very truly yours,

P

Encl.

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

475

Paid
9 am

St Paul Minn April 28 1928

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

Returns to Commission for year nineteen twentyseven under section fifteen A in matter of excess net railway operating income are due on or before May first Returns for Northern Pacific Duluth Union Depot Minnesota and International Gilmore and Pittsburgh and Walla Walla Valley have been prepared by the accounting department and approved by Mr Scandrett They show no excess earnings Is it all right to forward to Commission D-17

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

476

St. Paul, Minn., April 30, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of April 17, giving notice of annual meeting of stockholders of the Minneapolis Railway Terminal Company, to be held at St. Paul on May 8, 1928, and have signed and return form of proxy covering the one share of stock standing in my name.

(Signed) B. O. JOHNSON.

encl.

477

St. Paul, Minn., April 30, 1928. A4

Mr. P. B. Lacy,
Treasurer.

Please give to Mr. W. A. Johnson, c/o Mr. Wielde, a check for $19.80 for three dozen balls to be used in the Municipal Amateur Golf Tournament.

(Signed) J. H. POORE

St. Paul, Minn., April 30, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to Mr. Donnelly's telegram to you of April 26, authorizing expenditure for repairing at Ostrander Tunnel on the Tacoma-Portland line:

I now return blueprints transmitted with your letter of April 19.

(Signed) B. O. JOHNSON

encl.

St.Paul, Minn., April 30, 1928.
E-8

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

We have checked the various newspaper lists you have prepared on the addressograph for this office and find that they are O.K. with the exception of the name of Bellingham Reveille, Bellingham, Wash., which we advised you on April 24th should be removed. Doubtless our letters crossed and you already have removed it.

(Signed) F. W. DeGUIRE

480

April 30, 1928.
Z-8

Dear Sir:

I note that the Northern Pacific Singers are booked to appear at a dinner at the Minneapolis Y.M.C.A. before the Y.M.C.A. Engineering Club on May 21. It occurred to me that you might have use for photograph, cut, or other material about the Northern Pacific Singers for use in a publication you might have of your own or in making an announcement to newspapers regarding your meeting. If we can be of service to you along those lines I would be glad to supply you with what material you may need.

Yours very truly,

(Signed) P. M. DeGUIRE

Mr. Everett Strassburg,
Universal Portland Cement Co.,
836 Security Building,
Minneapolis, Minn.

April 30, 1928.
E-8

My dear Frank:

The attached letter received by Mr. J.M. Hannaford, Vice Chairman of the Northern Pacific Railway, from H. D. Brown, Superintendent of Hotels, Yellowstone National Park Company, regarding application of your son and four other University of Minnesota boys for employment in Yellowstone Park is self-explanatory.

I regret that the letter does not hold out greater promise for success in obtaining the employment for which the boys applied. Mr. Hannaford, however, said that he still was hopeful something would come out of it; at any rate, we have done the best we could with the applications. Possibly in another year with earlier applications this thing may be worked out.

Very truly yours,

(Signed) F. W. DeCURTE

Enclo

Mr. Frank McInerny,
Advertising Department,
The Journal,
Minneapolis, Minn.

St.Paul, Minn., April 30, 1928.
E-8

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

I am returning herewith the original photograph of the group of old-time employes of the Northern Pacific together with a reproduction. I understand that you are to submit to Mr. Green the original. We would like to obtain the facts regarding the picture; when it was made, the occasion, and the names with initials, and if possible their titles or employment at the time the photograph was made. I have been told by Mr. Hannaford that this group of men was employed by the railroad previous to a certain date, probably about 1871.

Thank you for calling my attention to the photograph. I believe that with the proper description, newspapers in Minneapolis and St.Paul would be interested in reproducing it in the rotogravure section. We have other copies of the photograph.

(Signed) F. W. DeGUIRE

Enclo

483

822am Paid

St. Paul, Minn., April 30, 1928.

Russell H Dick
Care New Willard Hotel
Washington DC

Did not send any mail Sunday and willnot forward today unless otherwise instructed.

A. M. Gottschald

Charge NPRyCo
Executive Dept.

484

St. Paul, Minn., April 30, 1928. A4

Mr. P.H.McCauley,
General Superintendent Transportation.

Referring to my conversation with you this morning about voucher in favor of Addison Miller for payment for 2745 tons of ice to make good the shortage on the minimum provided for in the contract of October 23, 1924:

As I advised you, I talked with Mr. Scandrett about this matter and it is his opinion that not having taken this 2745 tons we would not be required to pay for it at the contract rate. Not having taken the ice, we of course breached the contract and we are liable to the contractor for the amount of money he would have made on this ice at $3.65 per ton after deducting his expenses in connection with its manufacture and the cost of placing it in cars. I am assuming that he actually manufactured this ice and had it in storage on August 1, 1927, as the contract contemplates. Of course, if he did not manufacture the ice, he would not be entitled to as much as he would be had he manufactured it. I understand you will negotiate with Mr. Miller and endeavor to agree upon the amount to which he is entitled under the terms of the contract.

(Signed) J. H. POORE

485

St. Paul, Minn., April 30, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of contract which I have received from Mr. Turner to cover a change in the track situation at Willbridge, Oregon. If you see no objection to this contract, will you please initial and return it to me.

(Signed) CHARLES DONNELLY

encl.

484

St. Paul, Minn., April 30, 1928. A4

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

I return herewith file about sale of dwelling house at Mandan to G. Palmer for a purchase price of $2,200 cash.

As the lots on which this building is located are owned by the Land Department, I think the transaction should be handled by that department. Mr. Hughes is receiving a copy of this letter and I shall be glad if you will arrange with him to prepare the necessary papers and collect the money from Mr. Palmer. After the money is collected, $800 should be credited to Land Department accounts and $1,400 to the Operating Department.

It is not necessary to submit this transaction to New York for approval.

(Signed) CHARLES DONNEL

cc-Mr. F. E. Williamson
Mr. J.M. Hughes.

(Signed) CHARLES DONNEL

St. Paul, Minn., April 30, 1928. A5

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

Referring to your letter of April 28:

I return deed, duly executed on behalf of the Railway Company, conveying to Dave Box a portion of our abandoned right of way west of East Avenue at Pony, Mont., for a consideration of $50.00.

encl.

St. Paul, Minn., April 30, 1928. A5

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

Referring to your letter of April 28, about the possibility of the Hooker Electro-Chemical Company establishing a plant in western territory:

As a matter of information, I enclose papers sent to Mr. Donnelly by Mr. Elliott under date of April 20 on this subject, which I shall be glad if you will return when they have served your purpose.

(Signed) E. O. JOHNSON.

encl.

St. Paul, Minn., April 30, 1928. A5

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

Referring to your letter of April 28 and copy of Mr. Nelson's letter of April 27th about Mr. L. P. Gellerman, Traveling Passenger Agent:

This will be your authority to carry him by voucher for the months of May and June at his present rate of $225.00 per month.

(Signed) CHARLES DONNELLY

w

490

Paid

3.45 PM

St Paul Minn April 30 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Forwarding mail package tonight.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

491

Paid

x

3.15 PM

St Paul Minn April 30 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Thomas W Hulme wires you from Philadelphia today as follows quote Generally favorable responses having been received call will be issued tomorrow for meeting of Presidents Committee on Valuation in NewYork on Tuesday morning May fifteenth end quote.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

492

St. Paul, Minn., April 30, 1928.A5

Mr. C. C. Kyle,
Purchasing Agent.

I enclose approved requisition of the Gilmore & Pittsburgh Railroad Company covering parts required in repairing G.& P. engines Nos. 10 and 11.

When it has served your purpose, Mr. Bichler would like to have returned to him the blueprint attached to the requisition.

encl.
cc-Mr. W. N. Bichler.

493

St. Paul, Minn., April 30, 1928. A4

Dear Mr. Coman:

In accordance with my letter of the 28th inst., I hand you herewith copy of a statement showing the revenue which the Northern Pacific Railway Company and affiliated lines received from business interchanged with the Walla Walla Valley Railway Company.

Yours very truly,

encl. (Signed) J. H. POORE

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

cc-Mr. R. W. Clark:

I send you an extra copy of this statement in case you wish to furnish Mr. Burnham with a copy.

(Signed) J. H. POORE

St. Paul, Minn., April 30, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Attached is a copy of a letter addressed to me under date of April 26 by Mr. W. A. Linklater, President of the Puyallup Chamber of Commerce.

While on the coast in February 1927 I stopped at Puyallup and met a committee of the Chamber and we discussed the passenger station question at that point. I stated to the committee that any change in the then existing passenger facilities at Puyallup would involve a rearrangement of all of the track facilities adjacent to the station, which would be very expensive. There was no claim that the present station was not adequate for the passenger business handled through it and it was evident that the agitation for a new station was due to civic pride, as it now appears to be in this instance. On February 23, 1927, I wrote Mr. Linklater, upon my return to Saint Paul, suggesting that the entire question be deferred until the merger question was settled and that I would take the matter up thereafter with a view of working out a satisfactory result. You will note in the attached letter Mr. Linklater stresses the situation at the Meridian Street crossing. Will you please give me your views as to what if anything we should or can do at that location to improve conditions?

Signed) CHARLES DONNELL

Encl.

cc—

Mr. J. G. Woodworth,
Vice President.

495

St. Paul, Minn., April 30, 1928.
K2

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

As a matter of information, will you give me something from an operating standpoint as to how your department is finding the Bear Creek coal which we are buying from Washo? Are you having any difficulties whatever in burning it, and are the results from its use such that it is clear that existing arrangement is a profitable one for our company?

St. Paul, Minn., April 30,1928.
K2

Dear Dick:

On my return to the office I find your letter of March 3 which was acknowledged by Mr. Gottschald, about annual transportation for Mrs. Anderson.

We consider it would be impracticable to furnish annual transportation to relatives of deceased employes, largely because of the fact that we have no way of keeping track of them. There might be exceptions such as you cite when we should do otherwise, but if we make one single exception it becomes noised about and we would be accused of favoritism. I am therefore quite clear that the best we can do for Mrs. Anderson is trip transportation as she may require. Will you please explain the matter to her so she will see situation in its true light?

Yours very truly,

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

497

St. Paul, Minn., April 30, 1928.
K2

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

Your memorandum of the twenty-fourth about routing on Russian supplies moving via Seattle:

As I have told you before, I feel very strongly that the Soviet Government owes me a good deal, and if Mr. Montgomery has any trouble on some competitive business would appreciate early advice of it and I think I can give him considerable help. I am glad to see we got two cars of export business through Seattle recently.

(Sgd) B.O. Johnson

April 30, 1928.
K2

Dear Miss McGrath:

You doubtless received my letter of February 20 about our efforts to locate your father.

Since I last wrote you we had one of our Montana officers devote considerable time and effort during the past sixty days in interviewing old-time employes between Helena and Garrison. I was much impressed with his report. He talked to everybody that he thought might be able to throw some light on where your father went to when he left Blossburg, April 17, 1913. Some of the old-timers thought they were able to throw some light on the problem. Each individual clue was run down and I am very sorry to have to inform you that nothing was developed.

I am sorry that we have not been successful because I had hoped to possibly be the means of finding your father for you; on the other hand, I feel that we have carried this investigation sufficiently far so as to make it quite clear to my mind that no one in central Montana has any idea where your father is at the present time.

Possibly you are working on this from some other angle. If you should find him I certainly would be interested in knowing about it.

Yours very truly,

(Signed) B.O. Johnson

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

April 30, 1928. K2

Dear Fred:

On my return to the office I find your letter of March 18 suggesting expansion of existing pension plan arrangement.

I want to take a little time to consider your proposal somewhat further. You will hear from me after awhile.

Yours very truly,

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

500

April 30, 1928.
K2

Dear Madam:

On my return to the office I find your letter of March 15, which Mr. Willis acknowledged, asking me to make your University Women of Duluth a talk some time next fall.

I am not in a position right now to give you a definite answer to your invitation because it would be impossible for me to now predict what my movement would be next October. Will you remind me of this again some time this summer?

Yours very truly,

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

501

St. Paul, Minn., April 30, 1928.

K2

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

Returning your papers about advertising which we took in the Minneapolis Journal of March 18 at the solicitation of the Junior League of Minneapolis.

Replying to Mr. Woodworth's query. As I now recall story, Mr. Martin rather apologized for conviction on his part that he had to take some advertising for the Great Northern because of the fact that solicitation had reached him through a daughter of Mr. Chapman, one of the Great Northern directors who lives in Minneapolis. He stated that request had reached him in such a way that he could not decline it.

I think there is a good deal in Mr. Woodworth's suggestion that we hesitate a bit before we duplicate action of competing lines. From our standpoint, we will keep this thought in mind in the future.

(Signed)

encl.

502

St. Paul, Minn., April 30, 1928.
K2

Personal

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

Absence from the office results in my delaying a reply to your memorandum of March 3 about son of J. F. Hughes, working in your Minneapolis organization.

I am afraid that young Hughes has not yet had sufficient experience to warrant our attempting to place him in some better position. You might give him a word of encouragement, tell him we are watching him, and after awhile you might remind me of him again and we will see what we can do for him.

503

April 30, 1928.
K2

Personal

Dear Mr. Winter:

I am running through with much interest the book of Rules which you sent me under date of April 24. It strikes me that you and your people have done a particularly good job in bringing your practices up-to-date. Hope I will see you before very long.

Yours very truly,

Mr. C. M. Winter, Asst. to Vice President,
Care Superintendent's Office,
Minneapolis, St. Paul & Sault Ste Marie Ry. Co.,
Bismarck, North Dakota.

504

April 30, 1928.
K2

Dear Mr. Moore:

Recalling correspondence which you had with Mr. Poore about my making your Northern Minnesota Engineers Club a talk sometime in May:

I have just returned to the office and naturally will find so much to do that it is out of the question to attempt to get to Hibbing and make you a talk during May. Possibly I might be able to do something for you next fall. Will you remind me of it late in the summer please?

Yours very truly,

Mr. L. C. Moore,
Box 1596,
Hibbing, Minnesota.

505

April 30, 1928.
K2

Dear Mr. Conmy:

Have there been any developments about agitation for constitutional amendment which would permit a bond issue to liquidate state bank losses?

Yours very truly,

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

506

St. Paul, Minn., April 30, 1928.
K2

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

Is everything possible being done to crowd conversion of observation car No. 1700 to a business car? When does it now appear that converted business car will be ready?

507

St. Paul, Minn., April 30, 1928.
K2

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

Returning file calling our attention to advertising policy of the Great Northern featuring taxes, payrolls and other disbursements:

Personally I believe that the reaction from this kind of publicity is helpful, but, on the other hand, I believe that if we were to embark in such campaign it would look very much as if we were doing it in imitation of the Great Northern.

(Signed) L. C. [illegible]

encl.

504

St. Paul, Minn., April 30, 1928. K2

Mr. J. M. Hughes,
Land Commissioner.

Mr. Donnelly authorized certain land examination of the Madison Valley territory, his letter March 28.

Was wondering how this survey is progressing. Will you advise please?

(Signed) P. C. JOHNSON

509

St. Paul, Minn., April 30, 1928.
K2

Dear Mr. Gilman:

You will recall our talk with Messrs. Pettibone and Knutson about apparent discrimination in certain quarters against the Lakes region at the time I was in Detroit, sometime back.

I attach some papers on this subject which I think you will find of interest. Would suggest you tell the story to both Mr. Knutson and Mr. Pettibone as you have the opportunity, returning papers to me when this has been done.

Yours very truly,

(Signed) E. D. JOHNSON

encl.

Mr. M. A. Gilman, Agent,
Northern Pacific Railway,
Detroit Lakes, Minnesota.

510

St. Paul, Minn., April 30, 1928. K5

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of March 15:

I have signed and return form of waiver of notice of meeting of the Board of Directors of the Lemhi Telephone Company held in St. Paul, March 14, 1928.

encl.

C O P Y

NORTHERN PACIFIC RAILWAY COMPANY

510½

At New York,
April 30, 1928.

My dear Mr. Scandrett:

The Express Contract Committee met today and considered the Report and Plan for future conduct of the express business, submitted by the Law Committee. I forward a copy of this Report and Plan herewith and I wish that you would examine it carefully.

It seemed to be the concensus of opinion of the lawyers who drew up the Plan in the proposed operating agreement, that it would be at least as easy under the new arrangement as under the present one for a group of carriers in a particular territory to apply for and obtain an increase in the express rates applying on their particular lines.

I have not examined the Plan carefully and, of course, undertook to express no opinion about it.

The only definite action taken by the Committee today was to name a sub-committee consisting of Mr. Storey, as Chairman, Mr. Gray, Mr. Atterbury and Mr. Crowley, who will start negotiations with the Express Company and endeavor to determine definitely on just what terms title to all of the property of the Express Company can be obtained.

Very truly yours,

Signed - Charles Donnelly

Encl.

Mr. B. W. Scandrett, General Solicitor,
Northern Pacific Railway Company,
St. Paul, Minn.

51

St. Paul, Minn., April 30, 1928.
K5

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of March 14:

I have signed and return form of waiver of notice of meeting of the Board of Directors of the Duluth Union Depot and Transfer Company held in St. Paul, March 14, 1928.

(Signed) E. O. OLSON

encl.

St. Paul, Minn., April 30, 1928. K5

Mr. H. E. Stevens,
Chief Engineer.

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

(Signed) C. H. [illegible]
P

encl.

513

St. Paul, Minn., April 30, 1928. K5

Mr.F. E. Williamson,
Vice President.

Referring to your letter of April 27 and returning papers regarding service record of Nick Pellegreen, Section Laborer at Livingston:

I approve your recommendation that insofar as pension and pass privileges are concerned his service be considered as continuous from April, 1904.

encl.

514

St. Paul, Minn., April 30, 1928.
K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 28 and returning copy of Tacoma Division A.F.E., Superintendent's No. 119, covering recommendation for the diversion of a small stream at Foxhome, Minnesota, to make available a site for coal shed to be erected by the Lampert Lumber Company:

You may proceed with the work as proposed and for which the entire expense, estimated at $494.00, will be borne by the Railway Company.

encl.

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

515

April 30, 1928.
S-3

My dear Mr. Elliott:

Answering your letter of April 13 about the three-track coaling station at Glendive, covered by Yellowstone Division AFE ED No. 99:

Our experience in excavating in that section of the country is such as to show that when excavating to the depth required by a structure of this kind, wet excavation is encountered necessitating sheet piling and pumping, thereby adding to the cost, and our people feel that under these conditions $3.00 per yard is not too high. In the case of the cinder pit and coal dock hoist house the excavation is shallow and will be in dry material.

We have contemplated erecting a three-track bucket hoist type of dock at Glendive, similar to the docks at Mississippi Street, Saint Paul; Duluth and Bartell, the frame work to be of timber on a concrete foundation. The dock will have a capacity of approximately 475 tons of coal if only one kind of coal is used; however, at Glendive two kinds of coal will be used and the dock will hold approximately 200 tons of each. The hoist will be of the automatic electrically driven type. Based on our experience in the past, the estimated cost of handling coal through the proposed new dock is 8¢ per ton, which includes labor, maintenance, depreciation and power.

Since the AFE was prepared we have been considering erecting a dock of all-steel construction, which has some advantages over timber construction, but sufficient data has not yet been developed to permit of a conclusion being reached as to whether steel or timber will be used. There will be no material difference in the cost but there may be some additional economies possible with the steel dock.

I am sending to you under separate cover a set of plans

of our standard three-track coaling dock, which you may like to examine.

Very truly yours,

(Signed) CHARLES DONNELLY

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

517

St. Paul, Minn., April 30, 1928.
8-3

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

I return Mr. W. H. Smith's letter of April 25 about Mrs. Schenker.

It looks as though the Minneapolis people are not going to be able to place her. Will you please let me know as promptly as possible what if anything you are able to develop along other lines which we discussed on the telephone? Mr. Donnelly, as you know, is much interested in assisting Mrs. Schenker if it is possible to do so.

(Signed) E. M. WILLIS

Encl.

518

St. Paul, Minn., April 30, 1928.
8-3

Mr. A. J. Dexter,
Agricultural Development Agent.

Answering your letter of April 30:

We have never thought it desirable to permit the Northern Pacific Girl Singers to fill out of town engagements, and I am certain we would not want to deviate from that policy in this instance.

(Signed) E. M. WILLIS

519

St. Paul, Minn., April 30, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of April 26 in regard to the salary of the secretary of the Spokane Local Freight Agents' Association, and approve, insofar as the Northern Pacific is concerned, the increase from $42 to $75 per month, being an additional expense to this company of $5.50 per month.

(Read) Initial

cc--

Mr. J. G. Woodworth
Mr. F. W. Sweney

520

April 30, 1928.
S-6

My dear Mr. Elliott:

Coal shipments for the week ending April 28 were as follows:

	Roslyn	Red Lodge	Colstrip
April 23	3464	1634	5601
24	4106	1472	3703
25	2750	-	3804
26	2758	-	3821
27	3225	1604	3835
28	-	-	1952
Total -	16303	4710	22716

The total shipments from all mines was 43,729 tons, an average of 6,247 per calendar day.

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

Very truly yours,

(Signed) CHARLES [illegible]

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

571

April 30, 1928.
S-3

Dear Sir:

Your letter of April 26 to Mr. Donnelly is received during his absence in the east. We are not definitely advised of his return to Saint Paul but at the first opportunity your letter will be brought to his attention.

Very truly yours,

(Signed) E. M. WILLIS

Mr. W. A. Linklater, President,
Puyallup Chamber of Commerce,
Puyallup, Washington.

57 n

April 30, 1928.
S-3

Dear Sir:

Your letter of April 27 to Mr. Donnelly is received during his absence in the east. We are not definitely advised of the exact date of his return, but your letter will be called to his attention at the first opportunity.

Very truly yours,

(Signed) E. M. WILLIS

Mr. J. C. Lawrence,
Administrative Assistant,
Office of the President,
University of Minnesota,
Minneapolis, Minnesota.

5227

April 30, 1928.

My dear Mr. Elliott:

Last December the Railway Company made a twenty-five year lease to the A. E. Marsh Company for site for fruit warehouse and cold storage plant at Buena, Wash., at a rental of $125.00 per year. Mr. Marsh proposes to build a $100,000 plant and borrow $50,000 to finance the deal. So far he has been unable to arrange the financing except with a building and loan association and the State laws of Washington will not permit the loan unless he owns the land.

The area of the leased site is approximately 0.77 of an acre. Our valuation on this property is $1,500.00 per acre. Mr. Marsh makes application to buy the property and offers to pay $2,080.00. If we do not sell him this site, he will probably move over to the O-W where he has been offered a site. The estimated tonnage resulting from the location of this industry on our tracks is from 150 to 200 cars per annum.

The sale of the property is recommended by the various traffic and operating officers. Will you please have the sale authorized at the next meeting of the Board as the Marsh Company cannot finance their project under a lease.

Yours very truly,

(Signed) CHARLES DONNELLY

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

520

April 30, 1928.
8-3

Dear Sir:

Referring to your letter of March 29 enclosing copy of a booklet in the matter of the exercise of care at grade crossings:

We are preparing a poster on this subject which will embody appropriate reference to the Supreme Court decision quoted in the pamphlet which accompanied your letter, and our operating officers are of the opinion that this poster in our territory will be more effective than the pamphlet. For that reason we will not require any copies of the pamphlet bearing the name of the Northern Pacific.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. R. H. Aishton, President,
American Railway Association,
17th and H Streets N.W.,
Washington, D. C.

524

St. Paul, Minn., April 30, 1928.
S-3

Mr. F. D. McCarthy,
General Attorney.

I have received report of the Interstate Commerce Commission following an investigation of the motor bus and motor truck question.

Can you have someone summarize for me the Commission's report with its conclusions?

(Signed) CHARLES DONNELLY.

525

St. Paul, Minn., April 30, 1928.
9-3

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

I have your letter of April 26 and have approved and herewith return Form 202 authorizing the employment at Kansas City of a Traveling Passenger Agent at $225 per month, effective May 1.

(Signed) B. C. JOHNSON

Encl.

526

St. Paul, Minn., April 30, 1928.
S-3

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

Referring to your letter of March 9 to Mr. Vilendrer, copy to me, and my letter of March 12 to you:

Have we developed a record by which we can anticipate progressively the obsolescence of our various types of calculating, typewriters and other office machines?

Your notation to me on your letter to Mr. Vilendrer states that on the fifth floor of the general office building, out of forty-two machines none will be due for renewal or replacement on account of obsolescence for at least four years. What is the situation in the entire general office building and what is the situation on the line and at Seattle?

(Signed) E. M. WILLIS

527

St. Paul, Minn., April 30, 1928.
S-3

Mr. F. W. Sweney,
Comptroller.

Referring to your letter of April 23, file 1506-7b2-M:

You may forward to the Interstate Commerce Commission the returns under section 15-A in the matter of the recovery and payment of excess net railway operating income of the

Northern Pacific Railway Company
Duluth Union Depot & Transfer Company
Minnesota & International Ry Company
Gilmore & Pittsburgh Railroad Company
Walla Walla Valley Railway Company.