



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

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May 1, 1928. AS

Dear Sir:-

This will acknowledge receipt of your letter of April 26, regarding our order No. 4-1704, requisition No. 6182, covering six glass finger bowls for Car Yellowstone.

We are sending you under separate cover a sample of the finger bowl desired, and if you are unable to furnish, please advise and we will endeavor to procure from some other source.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. G. H. Speer,
c/o Hotel China & Glass Dept.,
9th Floor, Retail,
Marshall Field & Co.,
Chicago, Ill.

2
St. Paul, Minn., May 1, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of April 18, together with photographs of snow plow and snow train in action south of Minnewaukan in 1887, donated by Section Foreman E. S. Pope, of Mott, N. D. Please express to Section Foreman Pope our appreciation of his interest in this collection.

Yours truly,

(Signed) B. O. JOHNSON.

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

3
St. Paul, Minn., May 1, 1928. A5

Dear Sir:-

Referring to your letter of April 26, about photographs which Mr. F. L. Soare, Engineman, desires to donate for exhibition in the Veterans' Association Headquarters at St. Paul:

I cannot find that we have received these photographs. Please advise when they were forwarded by Mr. Soare.

Yours truly,

(Signed) B. D. JOHNSON

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

4
St. Paul, Minn., May 1, 1928. A5

Dear Sir:-

I have your letter of April 10, and we have also received the two packages of relics which have been donated for exhibition in the Veterans' Association Headquarters at St. Paul. I am sure that these relics will prove interesting to all of our people and I assure you that the interest in the collection is appreciated.

Yours very truly,

(Signed) B. G. JOHNSON.

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

5
St. Paul, Minn., May 1, 1928. A5

Mr. J. G. Woodworth,
Vice President.

I quote below telegram received by Mr. Budd and myself from Mr. Sproule dated San Francisco, April 30:

"Joint Messrs Donnelly, Budd, Gray, Traffic Manager Ferguson of Central Coal and Coke Company Kansas City sends me copy of President Keith's letter to you January 19 asking that railroads arrange to furnish Agent Henry of North Pacific Coast Freight Bureau at Seattle reports of lumber originated in Pacific Northwest. Mr. Henry states you have agreed to furnish this information. Shall appreciate confirmation."

Will you please advise if we have agreed to furnish the North Pacific Coast Freight Bureau at Seattle reports of lumber shipments originated in the Pacific Northwest.

(Signed) CHARLES DONNELLY

6
St. Paul, Minn., May 1, 1928. A5

Mr. F. E. Williamson,
Vice President.

I have your letter of April 30, advising that the Continental Can Company have taken over the plant of the Seattle Can Company at South Seattle, and that the former has requested certain track changes for which the estimated cost to the Railway Company will be \$850.00.

This will be your authority to proceed with the work, submitting in due course the usual AFE to cover.

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

W

W

2
Paid

11.30 AM

St Paul Minn May 1 1928

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

Frank W Lightner president Stronge and Warner passed away
Monday evening.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

May 1, 1928. A5

Anaconda Standard,
Butte, Montana.

Attention: Circulation Manager.

Gentlemen:

I enclose voucher of the Northern Pacific Railway Company in the amount of \$12.00, covering subscription to the Anaconda Standard for the period June 20, 1927 to December 20, 1928. The address to which this paper should be forwarded is as follows:

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

Yours truly,

(Sd) F. W. DeGUIRE

St. Paul, Minn., May 1, 1928. K5

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

In Mr. Woodworth's absence I attach copy of a letter which Mr. Donnelly received from Mr. James H. Berner, Jr., Chicago, containing suggestion for an advertising campaign to be carried on by various railroads. Will you please give me for Mr. Donnelly's information your recommendation with respect to the plan proposed by Mr. Berner?

encl.

10
St. Paul, Minn., May 1, 1928.

K5

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

I have your letter of April 30 about proposed lease to the Yakima Horticultural Union for warehouse site at Weikel for which they agreed to pay a rental of \$50.00 per year for the first five year period of the lease.

In view of the facts outlined in your letter, I approve recommendation that we accept a rate of \$30.00 per year for the first five year period, and lease on that basis has been duly executed on behalf of the Railway Company.

9
encl.

11
May 1, 1928.

KS

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of April 28 about your suggestion for an advertising campaign to be participated in by various railroad companies. Mr. Donnelly's return is indefinite but your letter will be brought to his attention at the first opportunity.

Yours very truly,

Mr. James H. Berner, Jr.,
2758 Hampden Court,
Chicago, Illinois.

17
At Washington, D. C.,
May 1, 1928. DI

Dear Mr. Baillie:

Your letter of April 24 inviting me to attend the annual meeting and banquet of the St. Paul Chapter of the American Institute of Banking was forwarded to me in Washington and received by me only today. Of course, I could not have attended in any event, but I wish you to know that I appreciate your kindness in thinking of me and extending this invitation to me.

Sincerely yours,

(Signed) CHARLES DONNELLY

Mr. Monroe Baillie,
President, St. Paul Chapter,
American Institute of Banking,
St. Paul, Minnesota.

16
May 1, 1928.A5

Dear Sir:-

Your letter of April 28 to Mr. Donnelly, about annual transportation for Messrs. Paul Snyder and H. L. Maunder, on account of the Wesley Foundation, has been received during his absence from the city, but will be brought to his attention upon the first opportunity.

Yours truly,

Signed) E. O. JOHNSON,
w

Rev. Alfred F. Hughes, D.D.,
President, Hamline University,
St. Paul, Minnesota.

14
May 1, 1928.

Dear Sir:-

In accordance with your letter of April 28, 1928 addressed to Mr. Watson, the Northern Pacific Railway Company hereby assents to the mortgaging of the following lease at Fargo, N. D., and the buildings now located thereon, to-wit: Lease No. 44389 dated March 4, 1927, from the Northern Pacific Railway Company to M. W. Murphy, for the purpose of securing a new bond issue of \$20,000 made by the Northern and Dakota Trust Company for said M. W. Murphy; provided said mortgage shall be subject to all the terms and conditions contained in said lease; the said bond issue to supersede and cancel a former bond issue of \$16,000 covering the same premises.

Yours truly,

(Signed) CHARLES DONNELLY

Mr. A. W. Fowler, Attorney,
Northern and Dakota Trust Co.,
Fargo, North Dakota.

15

At Washington, D. C., May 1, 1928. D1

Dear Mr. Coman:

Your letter of April 24 about the invitation extended by the committee of the Ellensburg Chamber of Commerce, has been forwarded to me here,

I am still detained in Washington on our land grant matter and am uncertain as to when I shall get away, though I hope to return to St. Paul by the end of this week and to start west soon after my return to St. Paul.

I hope we may be able to take in the Ellensburg trip in the course of my next visit to the coast.

Very truly yours,

(Signed) CHARLES DONNELLY

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

16
At Washington, D. C., May 1, 1928.
DL

Personal and confidential:

Dear Mr. Gunn:

Please note the enclosed and with return under personal cover, give me your judgment about the situation.

Is our special deposit of \$25,000.00 in any danger?

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

Mr. M. S. Gunn,
Division Counsel,
Northern Pacific Railway Co.,
Helena, Montana.

17
At Washington, D. C.,
May 1, 1928. D

Dear Mr. Zapffe:

Thank you for your letter of April 24 about the
Sagamore situation, which has been forwarded to me in Wash-
ington.

I shall be glad if you will keep me advised of any
information that you gather about this property.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Carl Zapffe,
Manager, Iron Ore Properties,
Northern Pacific Railway Co.,
Brainerd, Minnesota.

18
At Washington, D. C.,
May 1, 1928.

DL

Dear Sir:

Your letter of April 21 has been forwarded to me here, where business engagements have detained me for some days.

I did not intimate that the value of the certificate you received on depositing your stock would be different from the value of the stock itself because I did not know that there would be any difference in their value. Looking at the whole situation in the light of what we knew when the circular letter was issued, there was just as much reason to suppose that the certificate would be worth more than the stock exchanged for it as to suppose that it would be worth less; nor do I now know of any reason why it is selling for less on the Stock Exchange.

All of the testimony in the consolidation case has been taken and submitted to the Commission. Briefs will be filed between now and July, and the case will doubtless be argued before the Commission sometime in September or October. How long the Commission will keep it under advisement before deciding it I cannot say.

By the terms of the agreement under which your stock was deposited it is not returnable to you until the question of consolidation is settled.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Allen D. Wood,
306 Spruce Street,
San Diego, California.

19
At Washington, D. C.,
May 1, 1928.

DL

Dear Sir:

Your letter of April 20 has been forwarded to me here. I do not know how I can reply more fully to it than by enclosing herewith a copy of a letter just addressed to Mr. Allen D. Wood, of San Diego, California, who addressed to me a similar letter of inquiry.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

Mr. Ernest Edward Kretzschmar,
782 Sixteenth Avenue,
San Francisco, California.

20

At Washington, D. C., May 1, 1928. D1

Dear Mr. Andersen:

I have just read with interest yours of April 20 enclosing summary of mine operating costs for the month of March, 1928.

I will talk with you about this when I next go west, as I hope to do soon. Of course, we want to avoid spending at Red Lodge any money which it is not absolutely necessary for us to spend.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

21
St. Paul, Minn., May 1, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 1 and returning
print showing proposed extension desired by the Astoria Flour
Mills Company in connection with trackage facilities serving
their mill at Helix, Oregon:

I approve recommendation that this extension be provi-
ded on the same basis as the original track, the Railway Company
to furnish the metal at an estimated cost of \$164.00, and the
applicant to bear the remaining cost estimated at \$165.00.

In due course please submit the usual AFE to cover.

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

22
St. Paul, Minn., May 1, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of April 30 in regard to the illness of Mr. A. J. Baillon, and have approved for payment voucher in his favor covering his salary for the month of April, amount \$147.55.

(Signed) CHARLES DOWNEY

Saint Paul May 1 1938

73

W E Coman
Seattle

Our exchange wires April 25 about contribution Spokane
Chamber of Commerce Would like to have your further views
if you have reached a conclusion D-1

E M Willis

24
May 1, 1928.
B-6

My dear Mr. Storey:

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

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. William B. Storey, President,
Atchison, Topeka & Santa Fe Railway Company,
80 East Jackson Boulevard,
Chicago, Illinois.

25
May 1, 1928.
8-6

My dear Mr. Gray:

I have just received with your compliments a copy of the annual report of the Union Pacific Railroad Company for the year ended December 31, 1927, for which please accept my thanks.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Carl R. Gray, President,
Union Pacific System,
15th and Dodge Streets,
Omaha, Nebraska.

26
May 1, 1928.
8-3

Dear Sir:

On March 21, 1927, I wrote Mr. Byram advising of the request that we had received for a contribution to the Missoula Chamber of Commerce. We contributed \$250, not for memberships as was proposed but as a straight contribution. We have been asked to renew that contribution for 1928 and, for the reasons which governed our action a year ago, I am disposed to favorably consider doing so. However, I should first like to inquire if the Milwaukee Road has been asked to contribute, and if so what action you propose to take.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. H. A. Scandrett, President,
CMST&P Railroad Company,
Chicago, Illinois.

27
May 1, 1928.
S-3

Dear Sir:

Your letter of April 28 to Mr. Donnelly, about the practice of the Northern Pacific in closing its stock transfer books for a period prior to our annual meeting, is received during his absence from Saint Paul.

As this is a matter which normally comes under the direct jurisdiction of the secretary of the company, Mr. E. A. Gay, I am taking the liberty of referring your letter to him for a complete answer. Mr. Gay's address is

34 Nassau Street,
New York City.

Very truly yours,

(Signed) E. M. WILLIS

Mr. J.M.B. Hoxsey,
Executive Assistant,
Committee on Stock List,
New York Stock Exchange,
New York City.

2/8
May 1, 1938.

9-3

My dear Mr. Gay:

Attached is an original letter addressed to Mr. Donnelly under date of April 28 by Mr. J.M.B. Hoxsey, Executive Assistant, Committee on Stock List, New York Stock Exchange, about our practice of closing the stock transfer books for a period prior to the annual meeting.

I have written Mr. Hoxsey as per copy of letter also attached. Will you please make such answer to his letter as it requires, and as a matter of information will you please send me a copy of it?

Very truly yours,

(Signed) E. M. WILLIS

Encl.

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

29
May 1, 1938.
S-3

Dear Sir:

I have received your letter of April 19 about the contemplated visit of Mr. C.E.R. Sherrington, Secretary of the Railway Research Service.

I have sent to Mr. Sherrington, in care of your New York representative, a letter stating that we shall be very happy to assist him in any way possible in the work that he is undertaking while in this country.

Very truly yours,

(Signed) CHARLES DOMINELLI *CD*

Mr. R. Bell, Assistant General Manager,
London & North Eastern Railway,
King's Cross Station, London.

30 ✓
May 1, 1928.

8-5

My dear Mr. Elliott:

For your information I enclose copy of a letter addressed to me under date of April 19 by Mr. R. Bell, Assistant General Manager of the London & North Eastern Railway of England, about a contemplated visit to this country by Mr. C.E.R. Sherrington, Secretary of the Railway Research Service of the British Railways. I have advised Mr. Bell and have also written to Mr. Sherrington at New York, telling them that we shall be very glad to assist in any way possible in the work that Mr. Sherrington is undertaking. Because of Mr. Bell's reference to you I am giving you this information.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

31
May 1, 1928.

S-3

Dear Sir:

I have received from Mr. R. Bell, Assistant General Manager of the London & North Eastern Railway, a letter informing me of your contemplated visit to this country in the special work that you are undertaking and stating that we may expect you to call in my office on or about June 12.

We shall be very glad indeed to assist you in any way possible in completing the work that you have in hand.

Very truly yours,

(Signed) CHARLES CONNELL
/r

Mr. C.E.R. Sherrington,
c/o Mr. H. J. Ketcham,
311 Fifth Avenue,
New York City, N.Y.

32
St. Paul, Minn., May 1, 1928.
S-3

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

Thank you for your letter of April 29, telling me that you have arranged to place some traffic advertising in The Wall Street News.

I did not mention it in my letter of April 20th to you, but I wish you would please ask Mr. Nelson to see that the copy for this advertising is sent to

Mr. R. W. Vincent, Railroad Editor,
The Wall Street News,
42-44 New Street, New York.

I think the advertising department understand from past experience about handling it this way, but I would like to be certain that it is understood.

(Signed) E. M. WILLIS

33

St. Paul, Minn., May 1, 1928.
S-3

Mr. J. G. Woodworth: ✓
Mr. R. W. Clark: ✓
Mr. H. E. Stevens: ✓
Mr. D. F. Lyons: ✓
Mr. F. W. Sweeney: ✓
Mr. P. B. Lacy: ✓
Mr. C. C. Kyle: ✓
Mr. J. M. Hughes: ✓
Mr. J. L. Watson: ✓

Attached hereto for your information is copy of a statement showing amounts paid for Western Union telegrams filed at Saint Paul during the months of January, February and March 1928. The total for the three months period this year is \$340 in excess of the same period in 1927, but \$54 less than for the first quarter of 1928.

Encl.

cc—

Mr. F. E. Williamson.

34
May 1, 1938.
9-3

My dear Mr. Elliott:

For your information I am sending to you, by express, returns to the Interstate Commerce Commission in the matter of recovery and payment of excess net railway operating income, under section 15-A of the Interstate Commerce Act, for the

Northern Pacific Railway Company
Duluth Union Depot and Transfer Company
Minnesota and International Railway Company
Gilmore and Pittsburgh Railroad Company
Walla Walla Valley Railway Company.

The reports certified to as required have been filed with the Commission.

Very truly yours,

(Signed) CHARLES J. CONNELLEY

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

35
St. Paul, Minn., May 1, 1928.
K2

Dear Mr. Benson:

A boyhood friend of mine, Carl Streiferd, of Braintree, Massachusetts, has made some little money in the florist business, but on account of increasing property values where his green houses are located in the above town he has to move. He is considering coming to the Northwest and to that end he will probably make a trip to Seattle sometime this early summer. When he arrives in Seattle he wants to look the territory over with reference to establishing himself in or near that city. Who of our people would be best qualified to give him a line on the particular industry in which he is interested?

Yours very truly,

Mr. E. F. Benson,
Agricultural Development Agent,
Seattle, Washington.

36
May 1, 1928.

K2

Dear Ad:

Through some combination of circumstances I seem to have two copies of a book called "Russia" by O'Hara and Makeef. I am sending you under separate cover the extra copy which I think you will find of interest.

Yours very truly,

(Signed) E. O. JENNISON

Mr. A. S. Merz,
247 Park Avenue,
New York City, NY.

St. Paul, Minn., May 1, 1928.
K2

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

What was ever done about brightening up appearance of
the Helena depot platform concerning which we had some correspon-
dence in February?

(Signed) B. C. Sullivan

38
May 1, 1928. K2

Dear Sir:

I duly received your letter of February 13, File No. 252-411, but have not yet received two copies of the Guide Book referred to in the last paragraph of your letter.

I was waiting for these before I made reply to your letter, but apparently they must have gone astray. Will you send me two more copies please?

Yours very truly,

Manager, Commercial Department,
Chinese Eastern Railway,
Harbin, Manchuria, China.

39
May 1, 1928.
S-6

Dear Sir:

Referring to your joint letter of April 25, enclosing SP&S AFE 4994 for temporary spur at west end of Wind River bridge, at Carson, Washington, at an estimated cost of \$1,355:

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

Very truly yours,

(Signed) CHARLES DONNELL

W

Encl.

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

cc--

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

40
St. Paul, Minn., May 1, 1928.
K5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of May 1 about T&M Lease No. 743 with the Roundup Coal Mining Company covering removal of coal from land owned by the Railway Company near Roundup, Montana:

In view of our relations with the Roundup Coal Mining Company and the circumstances as outlined in your letter, I believe we are justified in modifying the minimum requirements from 225,000 to 100,000 tons per annum and your request for authority to do so is approved.

(Signed) CHARLES DONNELLY.

40 ✓✓

Dear Sir:

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

Very truly yours,

22

Encl.

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

40 1/2
May 1, 1928.

K5
113

My dear Mr. Elliott:

I enclose copy of Mr. Plummer's letter to Mr. Hughes of April 23, and Mr. Hughes' letter to me of April 30, recommending the issuance of a coal mining lease to Neal Turner of Kenndale, Washington, covering the NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 25 and the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 26-22N-6E, King County, Washington, owned by the Northwestern Improvement Company. This lease will run for a period of fifteen years with royalty at the rate of 25 cents per short ton; the minimum for the first year of \$100.00, thereafter \$500.00 per annum payable in advance. The lessee will pay taxes and assessments.

I concur in the recommendation and shall be glad if you will have the matter presented at the next meeting of the Board of Directors or Executive Committee. Arrangements can be made at a later date for formal approval by the Board of Directors of the Northwestern Improvement Company.

Yours very truly,

(Sgd) Charles Donnelly

encl.

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

cc-Mr. J. M. Hughes

41
St. Paul, Minn., May 1, 1928. A5

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

Referring to your letter of April 30, about assignment by the Puyallup & Sumner Fruit Growers Association to the Puyallup & Sumner Packing Company of contract dated November 9, 1927, between the Improvement Company and the Fruit Growers Association:

I return papers, together with form of assignment which I have executed on behalf of the Improvement Company.

encl.

41 1/2

May 1, 1928.

B-3

My dear Mr. Elliott:

Herewith third copy of Tacoma Division AFE ED No. 21 covering additional and replacement of rail anchors between Kalama and Woodland, at an estimated net cost of \$6182, of which \$5578 is chargeable to Additions and Betterments.

This is a 1928 budget item, and for the reasons given in the narrative of the AFE I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

42
St. Paul, Minn., May 1, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

Replying to your letter of the 30th ultimo, in regard to contract with the St. Paul and Tacoma Lumber Company covering Section 1-17N-5E, Washington:

I approve of the execution of the contract with the routing clause modified to the extent shown in your letter.

(Signed) CHARLES DONNELLY

43
St. Paul, Minn., May 2, 1928. A4

Mr. J. M. Hughes,
Land Commissioner.

In accordance with your letter of the 28th ultimo,
I have executed and return herewith the proposed lease from
the Northwestern Improvement Company to Roy Ihler, covering
Lots 5 to 13, inclusive, Block 12, Winona Addition to
Spokane.

(Signed) CHARLES DONNELLY
P

encl.

43 1/2

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

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

Referring to your letter of May 1 about rental payments in connection with lease to the J. C. Hayden Dock Company covering Pier 5, Seattle, Washington:

Mr. Bunn has executed and I return the agreement under which payment of the first year's rental will be spread over the remaining period of the lease.

(Signed) B. O. JOHNSON.

encl.

44

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

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

Referring to conversations I have had with you
with respect to joint ticket office at Seattle:

I attach copy of a letter which Mr. Budd has
addressed to Mr. Donnelly under date May 1. I also
attach a copy of a telegram which Mr. Woodworth addressed
to Mr. Donnelly from Chicago on April 19. In line with
our talk, will you please secure Mr. Woodworth's views on
the question Mr. Budd puts to Mr. Donnelly.

(Signed) J. H. POORE

encl.

45
St. Paul, Minn., May 2, 1928. A3

Mr. F. E. Williamson,
Vice President.

With return of the attached letter from Mr.
Lawrence, of the University of Minnesota, will you please
suggest what answer you think should be made to it.

(Signed) CHARLES DONNELLY
cr

encl.

St Paul Minn May 2 1928

44
Wm. Sproule
San Francisco.
C.R. Gray
Omaha

Your message April 30 At conference northern lines with representatives Central Coal and Coke Company it was agreed each road would furnish to North Pacific Coast Freight Bureau statements showing carload shipments lumber and shingles from coast and interior points separately and also showing state destinations Bureau agreed to combine figures for all roads and furnish to Central Coal and Coke Company Understand we have now been requested to furnish more detailed information and subject has been redocketed for further consideration by North Pacific Coast Bureau lines Original Wm Sproule copy C R Gray and Ralph Budd.

Charles Donnelly

47
St. Paul, Minn., May 2, 1928. A4

Mr. F. E. Williamson,
Vice President,
St. Paul, Minn.

Mr. C. C. Andersen, Gen'l. Mgr.,
N. W. I. Company,
Seattle, Wash.

I attach copy of a letter which Mr. Morrison received from the Western Weighing and Inspection Bureau, in which the suggestion is made that the Northwestern Improvement Company enter into a contract with that bureau covering the weighing of coal shipped from the Red Lodge mines. I shall be glad to have your views as to the reply which should be made to this letter.

encl.

(Signed) CHARLES DONNELLY

48
St. Paul, Minn., May 2, 1928. A4

Mr. F. E. Williamson,
Vice President.

Mr. Relf has asked me to authorize him to accept the supplemental contract which Mr. Crawford has made with the Tacoma Ice Company covering ice furnished at Tacoma. Please advise if the supplemental agreement has your approval and in the event that it does, I will instruct Mr. Relf accordingly.

In this connection, I think ordinarily time would be saved if authority for signing contracts is obtained from this office before the contract is forwarded to Mr. Relf for filing. This of course is your practice in most instances and I think that rule should be observed in all cases, as Mr. Relf has no authority to accept the contracts for filing unless the parties executing them for the Railway Company have authority to execute.

W. L. DONNELLY
P

49
May 3, 1928. A4

Dear Mr. Judson:

Referring to your letter of March 24, in regard to placing plate glass in the new gas-electric cars which we are purchasing, and which Mr. Clark advised you on March 28 had been referred to me:

I have had this question up with our Operating officers and they advise me that as these cars are to be used in branch line service, they do not feel that the additional cost which the use of plate glass would involve when comparison is made with the cost of the D.S.A.A. glass which we use in equipment intended for branch line service would be warranted. I would have liked to have been able to have arranged for the placing of plate glass in these cars, but in view of the opinion held by our Operating officers, I am afraid I will not be able to do so.

Yours very truly,

(Signed) L. O. JOHNSON.

Mr. F. W. Judson,
Director Sales Relations,
Pittsburgh Plate Glass Company,
Omaha, Nebraska.

St. Paul, Minn., May 2, 1928. A8

Mr. B. O. Johnson,
Assistant to President.

We have been holding in abeyance until your return further steps regarding the suggestion of Mr. Clark that the Northern Pacific issue regularly some sort of pamphlet with facts regarding the railroads for general distribution. In accordance with your letter of December 8, I now am submitting a tentative form with some suggested items and you may now wish to discuss the subject with Mr. Clark.

(Signed) F. W. DeGUIRE

encl.

X

51/

Boggs

Frank 602

9 AM

Washington, D. C., May 2, 1928.

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

Carpenter did not reach New York until yesterday morning. He advised me that question of division of tonnage had not been fully considered and disposed of and would not be until after his return from Europe. On my telling him that we considered we were being unfairly treated now he replied that he would get in touch with Hennessy at once and advise me further today. This morning he called me on phone from New York and stated that he had issued instructions as to division of tonnage which would remain in effect until his return about June twentieth and which he felt sure would be satisfactory to us.

Charles Donnelly

58
St. Paul, Minn., May 2, 1928. A4

My dear Mr. Andersen:

Thank you for your letter of the 23rd ultimo,
in regard to coal for the Yellowstone Park Companies.

As you know, these people took the matter up with
our Traffic Department, but I assume that everything is
straightened out now and I agree with you that if a con-
tract can be made which will specify the amounts they are
to receive and the time delivery is to be taken, that will
be the best way to handle the matter in the future.

Yours very truly,

(Signed) J. H. POORE

encl.

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

53
May 2, 1928.
K2

Dear Mr. Janes:

Thank you for sending me file about an automobile transportation competitive condition between Duluth and the Twin Cities which you sent me under date of the thirtieth. We are passing this tip to our Traffic Department.

Yours very truly,

(Signed) R. O. JOHNSON.

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

54

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

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

Herewith some papers about activities of Madden Brothers in developing a van transportation system to handle automobiles from Duluth to the Twin Cities in competition with our steam service, with suggestion from Great Northern that we do what we can to block use of our docks at Duluth to such activity. Papers are passed to you for such consideration as you care to give suggestion.

(Signed) J. J. CANE

encl.

55
May 2, 1928.
IE

Dear Henry:

On my return from a somewhat extended vacation I noticed that you were finally appointed Supervisor on the Pasco Division.

I congratulate you, and at the same time I am very happy that your past loyal, intelligent and conscientious service finally landed you this recognition. Best luck to you.

Sincerely,

Mr. Henry Espeland,
Superivisor, B&B Department,
Pasco, Washington.

cc-Mr. Page

64
May 2, 1928.

K2

Dear John:

On my return from a somewhat extended vacation I find your letter of March 18.

I am glad to see you have taken service with the Taylor Instrument people of Rochester. We know them by reputation and they certainly are a very substantial outfit. So far as our railway is concerned, we have occasion to make very few purchases of pyrometers and similar instruments. When we do, you can be sure your Minneapolis office will be asked to quote.

I wish you every measure of success in your new undertaking. With best personal regards, I am

Yours very truly,

Mr. John M. Albert,
Care Taylor Instrument Companies,
Pyrometer Department,
West Avenue, Rochester, New York.

cc-Mr. Kyle:

This refers to your file No. 223, Desk 1.

57

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

Mr. T. H. Lantry,
General Manager.

Was wondering if you finally found it possible to place young Sharood in the Maintenance of Way Department, my memorandum of February 20.

(4-1000) J. O. JOHNSON

58
St. Paul, Minn., May 2, 1928.
K2

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

So that I might more easily get in mind your recommendations in 1927 accounts of the Northern Pacific Beneficial Association, will you not underline in attached the specific recommendations which you urge be made?

encl.

59
May 2, 1928. K2

Personal

Dear Mr. Coleman:

Your letter dated April 21 about your pension status came to my attention when I got back from my vacation two or three days ago.

Your inquiry as to affect of your leave of absence with the American Railway Association on the continuity of service with the Northern Pacific for ultimate pension benefits: We believe the following, in answer to your question, is clear: Rule 3 provides that -

"The benefits of the pension system will apply only to those persons in the service of the Northern Pacific Railway Company --- or in the service of the Northern Pacific Railway Company jointly with other companies."

The last clause describes our relation to the American Railway Association. Then Rule 6 provides that -

" -- leave of absence -- is not to be considered as a break in the continuity of service --."

This clause authorizes continuity of pensionability on granting of necessary leaves of absence. Therefore, there can be no question but what your assignment in the service of the A.R.A. constitutes no break in your pensionability, and your service date with the Northern Pacific when you retire will be computed from September, 1882.

A copy of this letter has been placed on your personal record.

Personal
Mr. P. H. Mc Cauley

Yours very truly,

Mr. P. J. Coleman, Dist. Manager,
American Railway Association,
Car Service Division,
730 Met. Life Building, Minneapolis, Minn.

cc-Mr. A. N. Page

60
May 2, 1928.

Dear Harry:

Knowing you as intimately as I do I have naturally had a good deal of talk with Mr. Zwright in the last few months about you, and I now finally notice that you are asking for retirement. Your application was approved today.

When I approved your application I could not help but kind of review in my own mind something of the splendidly, loyal and efficient service which you gave the Northern Pacific during the forty years you worked for them. Whether you were running an engine or in an official capacity, every bit of your ability and engergy was always at the service of this good old railroad thatwe think so much of. Now that you are leaving active service I did feel that a simple expression of appreciation from someone in the Executive Department was at least your due.

The doctors tell me that if you will be reasonably careful you should enjoy good health for a long time to come. Personally, I was so glad to hear it and I know this will mean that with leisure to take care of yourself and to take life easy, you will undoubtedly enjoy much better health than you have in the past few months. I would appreciate very much hearing from you as to how this "gentleman's" life which you are leading, in such contrast to your busy past life, is suiting you.

Sincerely,

Mr. Harry C. Allen,
Road Foreman of Engines,
Forsyth, Montana.

cc-Mr. A. N. Page

61
Paid

1015am

St. Paul, Minn., May 2, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

St Paul City election yesterday resulted reelection Mayor
Hodgson by very large majority and reelection existing council
except Rowland vice Sudheimer who was defeated.

B O Johnson

Charge NPRyCo Exec.Dept.

62
May 2, 1928.

K5

Dear Mr. Acker:

We maintain in this office a personal record of certain officers on Form 7298. I shall appreciate it if you will complete this form and return one copy to this office.

Yours very truly,

(Signed) E. M. WILLIS

encl.

Mr. F. A. Acker, General Agent,
Northern Pacific Railway Co.,
Kansas City, Missouri.

63
St. Paul, Minn., May 2, 1928. K5

Dear Mr. Flynn:

I have your letter of May 1 quoting one from William Dunning, former passenger conductor, and enclosing a photograph taken at Carrington, North Dakota, about forty years ago. The photograph is indeed interesting, and I wish you would express to Mr. Dunning our appreciation for his contribution to the collection.

Yours very truly,

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

64

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

Mr. E. T. Dakin,
General Auditor.

I notice "Original Cost Adjustments", A. D. No. 4, first three months to March 31, Maintenance of Way and Structures, shows the charge for this period this year of approximately \$203,000 against \$312,000 last year, or a decrease of approximately 30 percent. Is it possible that we are under estimating this item with the likelihood of a jolt later on, or does this proportion represent actual tendency in our improvement work requirements as compared to last year?

P

65
May 2, 1928.

My dear Mr. Elliott:

The so-called Commercial Dock property at Tacoma, shown colored red on the attached plat, was leased by the Railway Company to the Commercial Dock Company for period of thirty years from February 1, 1913, the rental for the ten year period beginning February 1, 1923 having been fixed at \$9,000.00 per year, lessee paying taxes, insurance premiums and repairs. The property is improved with a dock and warehouse. The original warehouse, 400 ft. long, was built by the Railway Company. An additional 200 ft. was built by the Dock Company at the time the lease was entered into.

The Commercial Dock Company sublet the premises to the Pacific Steamship Company under a sublease which expired in 1926, and the Pacific S. S. Company has been occupying the premises since then under a temporary arrangement. The Commercial Dock Company has no assets excepting this property, and the Pacific S. S. Company is unwilling to pay the rental necessary to carry on under our lease to the Commercial Dock Company, largely for the reason that the dock has gotten into a bad state of repair and it is estimated it will cost \$33,000 to put it in usable condition. The Railway Company would have the right to sue the Dock Company, but that would not benefit us as there is no property of the Dock Company on which we could realize. It would appear the only thing we can do is to cancel the lease to the Dock Company and negotiate a new lease on the best possible basis.

It is therefore proposed to have the Dock Company surrender their lease and turn over to us their interest in the portion of the warehouse which they built and make a new lease to the Pacific S. S. Company for term of ten years at a rental of \$1,250.00 per month, lessee to take care of interior repairs and carry insurance on the improvements to the amount of \$50,000, the Railway Company to expend approximately \$33,000 in repairing the premises.

If the lease to the Pacific S. S. Company is not entered into, it is likely that the premises may remain idle indefinitely, at least we have no other tenant in view, and before the premises could be rented substantial repairs would have to be made. All

Mr. Elliott

-2-

May 2, 1928.

departments concerned seem to think the best thing we can do is to make the repairs at the estimated cost of \$33,000 and enter into a lease with the Pacific S. S. Company. It is important that we complete the lease as soon as possible and have the repairs made and I recommend the deal be authorized by the Board.

Yours very truly,

(Signed) CHARLES DONNELLY

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

66
10:45 AM

St Paul Minn May 2 1928
E-3

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

It would be helpful to us to know at what hours you expect to make use of Mr Melaney during his three day stay in San Francisco in June as we can make good use of his services during the time he is not needed at the convention
E-30

Charles Donnelly

Charge Nor Pac Ry Co
Exec Dept

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

L6

Mr. F. W. Sweeney,
Comptroller.

On account of the retirement of Mr. J. C. Poore you are authorized, effective May 1, 1928, to accept the signature of Mr. V. P. Harvey "For Passenger Traffic Manager", on vouchers, time checks, expense accounts and payrolls of the Passenger Department.

(Signed) CHARLES JOSEPH

cc-Mr. R. W. Clark:

We are arranging for a resolution of the Board authorizing Mr. V. P. Harvey to sign advertising drafts.

(Signed) CHARLES JOSEPH

cc-Mr. P. B. Lacy.

May 2, 1928.
L6

My dear Mr. Gay:

Will you please have a resolution passed authorizing Mr. V. F. Harvey, Chief Clerk in the Passenger Department, to sign advertising drafts in lieu of authority under which Mr. J. C. Poore signed such drafts, so that the authority as amended will authorize the signature of Mr. E. H. Goodsell, General Passenger Agent, and V. F. Harvey, "For Passenger Traffic Manager", effective as of May 1.

Yours very truly,

(Signed) E. H. WILLIAMS

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

x

69
Frank 602

1 PM

Washington, D. C., May 2, 1928.

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

Your wire yesterday. Hope that we may be able to
get away from here in time to have Mr. Lyons accompany you to Bismarck
leaving St. Paul next Sunday evening.

Charles Donnelly

70
At Washington, D. C.,
May 2, 1928.

DL

Dear Mr. Mather:

Your letter of April 21 about the dedication of the new lodge at the north rim of the Grand Canyon National Park, Arizona, was forwarded to me from my office in St. Paul, and today I am in receipt of your letter of April 27 advising me that the dedication has been postponed until Fall.

I am very glad to know this as, much to my regret, I should have been unable to attend the dedication on the date set in May. I hope very much that I shall be able to do so in the Fall.

With kindest regards,

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Stephen T. Mather,
Director, National Park Service,
Department of the Interior,
Washington, D. C.

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

D1

Dear Mr. Gill:

Thank you for your letter of April 24 enclosing one of the Columbia Basin folders.

This is a very attractive folder and shows in its preparation the thought and care so conspicuous in everything you do.

With personal regards,

Sincerely yours,

(SIGNED) CHARLES DONNELLY.

Mr. Roy R. Gill,
Vice President & Manager,
Holley-Mason Hardware Co.,
Spokane, Washington.

72
At Washington, D. C.,
May 2, 1928. D

Dear Mr. Sturgis:

Answering your letter of April 24 about proposed Board meetings of the Burlington and Colorado & Southern companies in New York on May 9.

I have been detained in the east in connection with our land grant matters for such a prolonged period that I must start west at the first opportunity, which I hope will be within a few days; and I shall, therefore, be unable to be in attendance at any meetings in New York on the date named.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. C. I. Sturgis,
Sec'y, CB&Q Railroad Co.,
Chicago, Illinois.

73

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

Dear Mr. Coman:

I have been obliged to spend the past two weeks in Washington in connection with land grant matters, and your letter of April 24 advising of the change which has been made in the routing clause originally carried in the contract with the St. Paul and Tacoma Lumber Company covering the sale of timber in Washington has been forwarded to me here.

The action which you have taken in the matter is approved.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

74
At Washington, D. C.,
May 2, 1928. D

Dear Mr. Watson:

My office in St. Paul has forwarded to me your letter of April 18 relating to the question of use of Franklin lubricating oils by this company.

I appreciate your interest in this subject and I wish it were possible for me to arrange for some tests of Franklin lubricants at this time, but upon full consideration of all factors which enter into the matter as it affects this company, following a careful study by our operating executives, it seems only fair to say that we would not now be justified in making any such arrangements.

We shall, of course, be glad to bear in mind your company when we next consider the general question of locomotive and car lubrication at the expiration of our present long-term contract; and also whenever quotations are requested in connection with any special oil or grease requirements.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. James E. Watson, Jr.,
Franklin Railway Oil Company,
Railway Exchange,
Chicago, Illinois.

75
At Washington, D. C.,
May 2, 1928.

Dear Mr. Caines:

Your letter of April 26 extending to me an invitation to be present at the Midway Club luncheon on May 23, at which time Mr. George B. Everitt will be the guest speaker, has been forwarded to me here.

I appreciate your kindness in sending this invitation to me, but I now expect to be on the Pacific Coast at that time, which will make it impossible for me to accept it.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Arthur Caines,
President, The Midway Club,
Prior and University Avenues,
St. Paul, Minnesota.

76
May 3, 1928.

Dear Mr. Sorensen:

At the suggestion of Mr. D. B. Robertson, President, Brotherhood of Locomotive Firemen & Enginemen, I am sending you herewith four new photographs of Mr. Howard Melaney, "The Singing Fireman of the Northern Pacific", and three different photographs all taken in locomotive cabs; also eight mats and four sets of news stories about Mr. Melaney, who is booked to sing at your convention June 13, 14, and 15. This material I hope will be helpful in connection with announcements for your forthcoming convention. If we can be of further assistance please advise me.

For our files, will you please send clippings of all publicity.

Yours very truly,

Encls

(Signed) E. W. Roddy

Mr. Nels Sorensen,
Chairman, Arrangements Committee,
1215 Market Street,
San Francisco, Cal.

Copy for Mr. R. W. Clark
Mr. J. P. Roddy

St. Paul, Minn., May 3, 1928.
E-8

Dear Sir:

Your letter of April 30, File 332:

We will discontinue sending you items for
Passenger Traffic which has been suspended temporarily.
Please advise if Ware Brothers should decide to resume
publication.

Yours truly,

(Signed) F. W. DeGURE

Mr. B. M. Decker,
General Agent, N.P.Ry.,
809 Finance Building,
Philadelphia, Pa.

78
St. Paul, Minn., May 3, 1928.
E-8

Dear Sir:

As you know, Mr. Howard Melaney, Northern Pacific Singing Fireman, is to appear in San Francisco on June 13, 14, and 15 in connection with the annual convention of the Brotherhood of Locomotive Firemen & Enginemen. I am enclosing copy of a letter which today was forwarded to Mr. Nels Sorensen; also you will find enclosed four photographs of Mr. Melaney and four mats together with news stories about Mr. Melaney. All of these were sent also to Mr. Sorensen but as I understand it, Mr. Melaney is to have other engagements in San Francisco and the material I send you may be helpful in obtaining publicity.

For our files will you please send clippings of all publication.

Yours truly, (Signed) F. W. DeGUIRE

Enclo

Mr. J. P. Roddy,
General Agent,
San Francisco, Cal.

Copy for Mr. R. W. Clark.

29
May 3, 1928.
E-8

Dear Mr. Robertson:

I thank you for your letter of May 1.
We are today forwarding to Mr. Nels Sorensen,
Chairman, Arrangements Committee, 1215 Market
Street, San Francisco, material regarding Mr.
Howard Melaney, the Northern Pacific Singing
Fireman, which he may wish to use in connection
with announcements of the forthcoming convention.

Yours very truly,

(Signed) F. W. DeGUIRE

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

80
May 3, 1928.
S-6

My dear Mr. Parmelee:

Referring to your letter of April 24, file
AB-8:

I enclose two copies of form AB-19 showing
new money expended by this company for additions and
betterments to railroad property for the three months
ended March 31, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY. *CD*

Encl.

Mr. Julius E. Parmelee, Director,
Bureau of Railway Economics,
Seventeenth and H Streets, N.W.,
Washington, D.C.

87
May 3, 1928.
S-3

Dear Sir:

Answering your letter of April 27:

I attach a statement showing, against the rates paid by the Great Northern for general office building employees, the rates paid by the Northern Pacific for similar classes of employees. The classification of our employees in one or two instances varies a little from your classification, but I think the comparison is sufficiently close to serve your purpose.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

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

82 ✓
St. Paul, Minn., May 3, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Herewith a letter signed by forty-one individuals who represent themselves to be members of gang No. 3 and protesting against the payment of a \$2 employment fee. Will you please see that an appropriate answer is made to their letter? I have made no acknowledgment of it.

(Signed) CHARLES DONNELLY. *jt*

Encl.

May 3, 1928.

S-3

Dear Sir:

Answering your letter of April 30:

We have not been solicited by Mr. McHarg for a contribution to the American Commerce Protective League. From your description of the organization my view would be that it is something to which we should not give favorable consideration. In the event the Northern Pacific is solicited I will let the committee know of our conclusions.

Very truly yours,

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

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

cc--

Mr. G. W. Webster, Vice President,
MST&SN Ry Co., Minneapolis, Minn.

Mr. Charles Jensen, Comptroller,
CST&MAO Ry Co., St. Paul, Minn.

Mr. J. H. Foster, Special Representative,
CMST&P RR Co., Minneapolis, Minn.

84

St. Paul, Minn., May 3, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

With return of the attached letter from
L. C. Fritch, Vice President of the Rock Island, who
has been appointed reporter to the International Railway
Congress at Madrid in 1930, will you please furnish me
with information to be used in answering his letter?

(Signed) CHARLES DONNELLY, *CD*

Encl.

83
St. Paul, Minn., May 3, 1928.
8-3

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

I understand the spraying car to be used
in spraying the right of way was completed early in
April. Has any use been made of the car, and if so
with what result?

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

86
St. Paul, Minn., May 3, 1938.
8-3

Mr. J. C. Woodworth,
Vice President.

Referring to my letter of March 8 transmitting reports and maps relating to the territory in and around Bloomfield, Montana, submitted in support of a petition for the construction of a branch line of railroad:

What is the status of your investigation, and has there been any renewed agitation on the part of the petitioners?

(Signed) CHARLES DONNELLY *CD*

May 3, 1928.
S-3

Gentlemen:

Our passenger department officials have taken up with me the question of advertising in the Tabloid Outing Magazine which will be distributed as a part of the regular Sunday edition of the Saint Paul Pioneer Press and Dispatch some time next month. When the matter was up in 1925 the committee agreed on that occasion that it would be considered in the nature of regular advertising and not requiring action by the contributions committee. Our passenger department representatives have not made a definite recommendation that we take space in this outing section but they are disposed to favor it. Has your company been approached, and what action do you propose to take?

Very truly yours,

(Signed) B. O. JOHNSON, JR.

- Mr. C. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn.
- Mr. C. W. Webster, Vice President,
MSTP&SN Ry Co., Minneapolis, Minn.
- Mr. Charles Jenech, Comptroller,
CSTP&AO Ry Co., St. Paul, Minn.
- Mr. J. H. Foster, Special Representative,
MSTP&SN RR Co., Minneapolis, Minn.

88
St. Paul, Minn., May 3, 1928.
S-3

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

I have intended to speak with you about the monthly reports of the operation of the office equipment repair shops. No report has been received since that for the month of September last, and think these reports should be continued in order that this office may have some knowledge of how this arrangement is working out. I think it is unnecessary to furnish the reports that are missing between September and the end of the year, but I would like to see a report covering the entire year 1927 and then to have the monthly reports continue currently beginning with January 1928.

(Signed) E. M. WILLIS

89
May 3, 1928.
B-6

My dear Mr. Elliott:

I enclose a copy of crop report No. 4,
dated May 2, 1928, 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.

90
May 3, 1928.

9-3

Dear Sir:

Referring to your letter of April 8:

As stated in my acknowledgment of April 11 I have no personal knowledge of the conditions about which you have complained and it was necessary to call for a report from the operating department officers. This report has been received through Mr. Williamson, Operating Vice President, who has given the matter his personal consideration. In the light of that report I do not feel that I can interfere with the action that has been taken by your superior officers in relieving you from the service of the company.

I return herewith the papers which accompanied your letter.

Very truly yours,

[Signature]

Encl.

Mr. R. F. Pflieger,
2810 West Second Street,
Duluth, Minnesota.

91
St. Paul, Minn., May 3, 1928.
S-6

Mr. C. C. Kyle,
Purchasing Agent.

I quote below telegram just received from
Mr. W. N. Bichler at Armstead, Montana:

"Please have purchasing department ship
quick one coil No. 12 BB iron wire for repairs for
telephone line. Requisition follows."

Will you please arrange as requested?

(Signed) CHARLES DONNELLY

CC--

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

920 am

92/

Saint Paul May 3 1928

W E Coman
Seattle

Your wire 2nd Following objection of Mr Gray to retiring Stout short of twenty years service I wired him and Sproule concurring in original recommendation of Terminal Company Board to retain Stout in the service until October 1929 Stop You and Brown are hereby authorized to record your votes in favor of that plan D-2

Charles Donnelly

93
Paid

940 am

St Paul Minn May 3 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Turner wrote you and Budd jointly April twenty-seventh under personal cover about reinstating Ralph E Williams on Gales Creek and Wilson River Board Think your copy Turner's letter was forwarded in personal envelope in mail package April thirtieth Stop Budd wrote Turner May first stating it was all right with him if no one objects and that he thought Williams' political standing should not be considered in any way Stop Coman wires that he talked with Turner in Portland on Tuesday and recommends favorable action D-3

E M Willis

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

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of May 2:

I return herewith, duly executed on behalf of
the Railway Company, "Customs-House" powers of attorney
to C. W. Shumaker and F. W. Gense, Agent and Cashier,
respectively, at Pembina, N. D.

CHARLES DONNELLY

encl.

95
May 3, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of May 2, inviting him to address the Optimist Club on the subject of Railroad Transportation.

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) B. O. JOHNSON.

Mr. C. C. Cason,
c/o White & MacNaught,
902 Nicollet Avenue,
Minneapolis, Minn.

94
St. Paul, Minn., May 3, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach file of papers which I have received from Mr. Elliott with respect to coal consumption on various railroads in western territory.

With return of these papers will you please let me have any comments which you care to make and which I may send to Mr. Elliott in reply to his letter.

(Signed) CHARLES DONNELLY

encl.

May 3, 1928. A4

Dear Mr. Kerr:

I have heard nothing about the proposed revision of the contract covering Line "D" at Portland since your letter of November 15th. Have you heard anything more about this, and can you tell me the present status of the matter? I think we should do something to hurry its completion and get the matter out of the way.

Yours very truly,

(Signed) J. H. POOR

Mr. D. J. Kerr,
Assistant to Vice President,
Great Northern Railway Co.,
St. Paul, Minn.

98
Paid

4.20 PM

St Paul Minn May 3 1928

Russell H Dick
New Willard Hotel
Washington D C

Will arrange deposit check Friday Have forwarded no mail
since Monday.

A M Gottschald

Charge Nor Pac Ry Co
Exec Dept

Western Union Telegram

St. Paul, Minn., May 3, 1928.

99

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

Estimated earnings fourth week April in thousands

Freight	1784	increase	41	or	2.4%
Passenger	206	decrease	30	"	12.9%
Misc.	195	"	4	"	2%
Total	2185	increase	17	"	.3%
Total for month	7240	"	117	"	1.7%

Cars loaded locally 56,224 decrease 1920 accounted for as follows:

Increases:	Grain	507
	Livestock	107
	Logs	1083
Decreases:	Merchandise	995
	Forest Products	513
	Coal	183
	Misc.	1926

Received from connections 15,672 increase 704 accounted for as follows:

Increases:	Lake Superior Division	59
	St. Paul	208
	Fargo	24
	Dakota	204
	Yellowstone	10
	Montana	272
	Pasco	220
Decreases:	Rocky Mountain	117
	Idaho	45
	Seattle	117
	Tacoma	14

Grain loading eastern district increased 383 cars received from connections decreased 283 cars. Grain loading western district increased 124 cars received from connections increased 158 cars.

Fruit loading this year 489 cars compared with 474 last year received from connections 573 cars compared with 631 last year.

Potato loading this year 1456 cars compared with 1754 last year received from connections 108 cars compared with 129 last year.

Ore loading Lake Superior Division 108 cars compared with 1144 last year.

Weather during fourth week continued cold with temperatures generally below normal. Had light rains in Minnesota, eastern North Dakota, between Livingston and Butte, Idaho and Pasco Divisions and along Pacific coast.

Charles Donnelly

10.15 A.

St Paul Minn May 3 1928

W F Turner
Portland

Your letter twelfth about switching charges Spokane Are
charges to which you object made only on business originating
at Portland and Vancouver or are they being assessed on
business originating at SP&S local points not competitive
with Great Northern as for instance shipment of lumber
originating at Bend with Spokane destination on Great Northern
tracks. C-1.

Charles Donnelly

101
May 3, 1928. A5

Dear Sir:-

I return to you the photograph taken in 1903 showing the personnel of Section No. 23 at Pine City.

While we appreciate the interest in the collection, we do not consider that this photograph is old enough to be regarded as a relic, and I am therefore returning it to you under separate cover.

Yours truly,

(Signed) R. G. JOHNSON

Mr. O. F. Swanson,
Pine City, Minn.

102
At Washington, D. C., May 3, 1928. D1

Mr. E. M. Willis,
Executive Assistant.

I have noted the attached letter from Mr. Elliott,
dated April 28. It should be passed on to Mr. William-
son for his comments.

(Signed) CHARLES DOWNNEY.

encl.

103

Frank 602

X

Washington, D. C., May 3, 1928. D

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

Your wire about Greater North Dakota Association.
Approve renewal of subscription made last year namely one thousand
dollars with understanding that this does not establish precedent
for future contributions of this kind.

Charles Donnelly.

x

104
Frank 602

Washington, D. C., May 3, 1928.

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

Regarding reinstatement pegfur nodbun sun vat
denwax nod nodwax fur dogbow on tanfur nodvatbow mugpegvat vatart
and denwaxnod bowhogcap pegwax gumvatpeg laffing. Please wire
Turner that I will discuss this matter with him when I go to the
coast as I hope to do within the next ten days or two weeks.

Charles Donnelly.

x

105
Frank 602

Washington, D.C., May 3, 1928. D1

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

Regarding reinstatement Ralph E. Williams on Gales
Creek and Wilson River Board. Please wire Turner that I will discuss
this matter with him when I go to the coast as I hope to do within
the next ten days or two weeks.

Charles Donnelly.

104
At Washington, D. C.,
May 3, 1928.

DI

Dear Mr. Judson:

I have received the Omaha Bee-News of April 25 containing the announcement of your leaving Omaha for Pittsburgh, and I wish to express my hearty congratulations on your appointment to the very important office of Sales Director of the Pittsburgh Plate Glass Company.

While I regret your departure from the middle west, I am glad to know that the Pittsburgh Plate Glass Company, with which the Northern Pacific has always had very pleasant relations, will have you in so important a position.

With best wishes for your success, believe me

Sincerely yours,

(Signed) CHARLES DORRIS.

Mr. Frank W. Judson,
District Manager,
Pittsburgh Plate Glass Co.,
Omaha, Nebraska.

107
St. Paul, Minn., May 3, 1928. AS

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

Referring to your letter of May 2, about proposed exchange of property at Fond du Lac, Minn., in order to definitely establish ownership:

The exchange as proposed is approved and I return deed to Ray Vine duly executed on behalf of the Railway Company.

(Signed) CHARLES DONNELLY

encl.

108
May 3, 1928. AS

Dear Sir:-

Your letter of May 1 to Mr. Donnelly, enclosing copy of an address which you delivered before the Portland Chamber of Commerce on April 27, has been received during his absence from the city, but will be brought to his attention at the first opportunity.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. Chas. S. Keith, President,
Central Coal & Coke Company,
Kansas City, Mo.

109
Paid

1145 am

St Paul Minn May 3, 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Delegation Greater North Dakota Association be here tomorrow morning soliciting renewal our one thousand dollar subscription made last year be renewed for next year Mr Martin tells me Mr Budd willing to subscribe same basis last year with understanding that this does not commit us to further commitments of this kind Mr Clark approves From what I personally have seen of their activities in North Dakota believe we should approve Minneapolis supporters of this movement have all subscribed same basis as last year Do you approve do same thing.

B O Johnson

Charge NPRy Co
Executive Dept

AMG:

This answers yours next attached. I will attend meeting and presume by that time will have heard from Mr. Donnelly.

740
May 3, 1928.
K5

Dear Mr. Budd:

I have your letter of May 3 and we shall be glad to arrange movement of Great Northern business cars A-30 and A-28, occupied by Mr. Jenks and yourself, from St. Paul to Bismarck on train No. 7, Sunday, May 6, and from Bismarck to Spokane on train No. 3, Monday, May 7, delivering car to your line upon arrival at Spokane.

Yours very truly,

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

111
Paid

1220pm

St Paul May 3 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Mr Williamson has made settlement with clerks on what
is considered very advantageous basis Next mail to you will
have complete details from him.

B O Johnson.

Charge NPRyCo
Executive Dept

112
St. Paul, Minn., May 3, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Please arrange for the movement of Great Northern
business cars A-28 and A-30, occupied by Mr. Budd and Mr.
Jenks, as follows:

Lv. St. Paul	Train No. 7	Sunday, May 6
Ar. Bismarck	" "	Monday, May 7
Lv. Bismarck	Train No. 3	Monday, May 7
Ar. Spokane	" "	Wednesday, May 9

Upon arrival at Spokane car should be delivered to
the Great Northern for movement to Portland in S.P.& S. train
No. 1, leaving Spokane at 7:20 a.m., Wednesday, May 9.

113
May 3, 1928.

K5

Gentlemen:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of April 24, together with copy of the booklet entitled "The Rehabilitation of the Georgia, Florida & Alabama Railway Company." The date of Mr. Donnelly's return to the office is indefinite, but your letter and the booklet will be brought to his attention at the first opportunity.

Very truly yours,

Freeman & Company,
34 Pine Street,
New York City, New York.

114
May 3, 1928.
S-6

My dear Mr. Elliott:

I enclose copy of a statement which has today been forwarded to the Bureau of Railway Economics showing new money expended by this company for additions and betterments to railroad property for the three months ended March 31, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Encl.

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

115
St. Paul, Minn., May 3, 1928.
9-3

Mr. F. E. Williamson,
Vice President.

Referring to your letter of February 9:

Were you able to work out with the City of
Yakima an arrangement providing for manually operated
wigwag signals at B and C Streets?

(Sd) CHARLES DONNELL *AK*

330 pm

Saint Paul

May 3 1928

W W K Sparrow
CMStP&P Railroad
Chicago

Wire date Eight tests in September 1926 Red Lodge coal
as fired show 10,502 BTU's D-4

B O Johnson

117
May 3, 1928.

K2

Dear Sir:

Recalling our telephone conversation today at which time you stated it was the turn of the Northern Pacific to overhaul one of your switch engines:

We will be glad to take one of your six-wheel switch engines into our Mississippi Street shop as soon as you can deliver such engine after May 15. Would thank you to tell our mechanical people exactly what you want done to this engine so there will be no difficulty later as to extent of work which was done or price thereof.

Yours very truly,

(Signed) S. D. Johnson

Mr. H. McCarthy, Superintendent,
Minnesota Transfer Railway,
St. Paul, Minnesota.

cc-Mr. Sloan

Will you notify Mr. Zwright?

118
St. Paul, Minn., May 3, 1928.
K2

Personal

Mr. F. C. Sharood,
Assistant General Auditor.

When convenient will you talk to me about Bob?

(Signed) E. O. JOHNSON.

119
St. Paul, Minn., May 3, 1928.

K2

Mr. T. H. Lantry,
General Manager.

Thank you for letting me see your file about
young Sharood, which you sent me under date of the second,
and which I am returning herewith.

Your interest in this young fellow is appreciated.

(Signed) D. O. JOHNSON.

encl.

120

St. Paul, Minn., May 3, 1928.
K2

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

The following tabulation rather looks as if the
sugar beet raising industry in the lower Yellowstone country
is not prospering:

	<u>1927</u>	<u>1926</u>	<u>1925</u>
Acres harvested	4,287	5,510	6,594
Tons sliced	40,177	49,942	58,115

It would be interesting to know what the difficulty
is.

121
May 3, 1928.

My dear Mr. Elliott:

Application is made by the Farmers Mutual Warehouse Company for a twenty-five year lease covering Lots 22, 23 and 24, inclusive, in Block "A", at Helix, Oregon, on the Pendleton Branch, on which to erect an elevator costing approximately \$30,000. The application is approved by all departments concerned.

Our valuation on the property is only \$165.00 per acre, or about \$33.00 for the area to be leased, but we propose to charge a flat rate of \$50.00 per year for the first five year period of the lease, which rate is agreeable to the applicant.

This is a desirable industry to have on the right of way and will provide facilities for handling bulk grain and insure tonnage going to the Northern Pacific which would otherwise go to the Oregon-Washington at Adams where similar loading facilities are available.

Will you please have the lease authorized by the Board?

Yours very truly,

(Signed) CHARLES DONNELLY

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

122
May 3, 1928.

My dear Mr. Elliott:-

Application is made by K. Lane Johnson for ten-year lease at Prosser, Washington, for site for fruit warehouse costing about \$10,000. The application is approved by the various traffic and operating officers. The lease will contain the usual recapture and valuation provisions; rental for the first five-year period of the lease to be \$150.00 per year, which is equal to a return of 6% on the fair rental value of the property.

It is estimated by our Traffic Department that the Railway Company will receive 100 carloads of fruit per annum from this warehouse.

Will you please have the application approved by the Board?

Yours very truly,

(Signed) CHARLES DONNELLY

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

123
May 3, 1928.
E-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 30, 1928, and the period January 1 to April 30 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

W

Encl.

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

123 1/2 ✓

May 3, 1928.
9-3

My dear Mr. Elliott:

Herewith third copies of Seattle Division AFE's as follows:

	<u>Est. Net</u> <u>Expenditure</u>	<u>Capital</u> <u>Account</u>
ED No. 9 - Replace Howe trusses with 160-ft. steel truss and 105-ft. Howe truss, bridge 2 over North Fork Stillaguamish River near Arlington Junction, Darrington Branch -	\$ 33,640	\$ 11,900
ED No. 10 - Replace Howe trusses with 160-ft. steel truss and 80-ft. deck plate girder, bridge 11-1 over North Fork Stillaguamish River, Darrington Branch -	30,280	13,960

These bridges are in such a condition that they must either be renewed in kind or replaced with second hand steel, and the work must be done during the present season. There are available two 160-ft. steel spans from the upper Mississippi River bridge at Minneapolis, and it is proposed to convert them into single track structures and install them in lieu of the present structures on the Darrington Branch. The use of second-hand steel will produce a substantial saving in annual maintenance costs as compared to the annual cost if renewed in kind. The cost of the work over the cost if renewed in kind is about \$29,000, most of which is made up of the value used for the second-hand steel spans and does not represent an actual cash outlay.

There is nothing new about the possibility of selling or leasing the Darrington Branch, and in view of later information about the timber reserves tributary to that branch, our people are of the opinion that it would be inadvisable to dispose

of it for any offer that we would be likely to receive.

Under all of the circumstances I recommend formal approval of the AFE's. They will be charged against item 153 of the 1928 budget and will exceed the budget allowance by about \$34,000, but it is anticipated there will be no excess over the total bridge program contemplated by the budget.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

124
At Washington, D. C., A5
May 3, 1928.

My dear Doctor Hughes:

Your letter of April 28, about transportation for Messrs. Paul Snyder and H. L. Maunder, has been forwarded to me here.

It is of course our desire to be of assistance in matters of this kind, but we are governed in the issuance of free transportation by the regulations of the Interstate Commerce Act. I regret that in this particular case the provisions of the act will not permit of the issuance of free transportation to the gentlemen named for the purpose indicated in your letter.

Yours very truly,

(Signed) CHARLES DONNELLY

Rev. Alfred F. Hughes, D.D.,
President, Hamline University,
St. Paul, Minnesota.

156
St. Paul, Minn., May 3, 1928. A5

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

Referring to your letter of April 27th, submitting proposed lease to the Builders Supply Company, Inc., covering a portion of our water front at Everett, Wash.:

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

(Sgd) CHARLES DUNN

encl.

156
St. Paul, Minn., May 3, 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 30, 1928, and the period January 1 to April 30, compared with the actual figures for 1927.

(Signed) CHARLES EMMETT
W

Encl.

127
St. Paul, Minn., May 4, 1928.
S-3

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

Referring to your letter of April 28 about the advertising fund of the Spokane Chamber of Commerce:

Mr. Scandrett, of the Milwaukee Road, on April 30 wrote to Mr. McCrea, Chairman of the Publicity Bureau of the Spokane Chamber, explaining that the Milwaukee Road would not be warranted in making a cash contribution in view of the national advertising campaign which that road has been sponsoring featuring industrial centers and agricultural sections including Spokane and the Inland Empire. In the meantime Messrs. Coman, Gilman, Earling and Murphy, on the coast, have conferred and agreed to recommend to their superior officers that in view of the contribution made by the railroads to the Columbia Basin project, that can be given as a reason for declining this application. Mr. Coman recommends that if the other roads are disposed to decline Northern Pacific should take similar action. Mr. Coman further reports that this advertising fund is a part of the Spokane Chamber's budget of \$111,000 for the current year. You will recall that the request received from the Chamber last year for a contribution to the budget was declined by each of the transcontinental roads.

In view of the action taken by the Milwaukee Road, and the recommendations of the railroad representatives on the coast, do you wish to make any change in your views as expressed in your letter of April 28?

128
St. Paul, Minn., May 4, 1928. AS

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

Dear Sir:-

Referring to your letter of May 1:

We approve sale to W. R. Hales of the small
triangular piece of land near Pasco at a price of
\$71.25.

Yours truly,

GREAT NORTHERN RAILWAY COMPANY,

By (Sd) Ralph Budd
President

NORTHERN PACIFIC RAILWAY COMPANY,

By (Sd) CHARLES DONNEL
President

920 am

129

Saint Paul May 4 1928

W F Turner
Portland

Your letter April 27 about reinstatement Ralph E Williams
on Gales Creek & Wilson River Board I will discuss

this matter with you when I go to the coast which I hope

to do within next ten days or two weeks D-5 Copy R Budd

Charles Donnelly

130
Paid

920 am

St Paul Minn May 4 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Have wired Turner as per your wire yesterday D-6

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

1030 am

Saint Paul May 4 1928

131

J W Cooper
CB&Q Railroad
Chicago

Will you please wire Mr Elliott that E W Piper Editor
Portland Oregonian passed away yesterday afternoon after
an illness of several months D-7

E M Willis

11 am

Saint Paul

May 4 1928

132

W E Coman

Seattle

Your wire third received For your information President Scandrett Milwaukee Road wrote McCrea April 30 stating that account national advertising campaign that company has been carrying on featuring industrial centers and agricultural sections including Spokane and Inland Empire he did not feel warranted in making direct contribution to Spokane Chamber fund Stop Will inform you later of our conclusions D-8

E M Willis

133
May 4, 1928.
9-6

My dear Mr. Upthegrove:

I appreciate very much your courtesy in sending me a copy of the annual report of the St. Louis Southwestern Railway Company for the year ending December 31, 1927.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Mr. Daniel Upthegrove, President,
St. Louis Southwestern Railway Company,
St. Louis, Missouri.

134
St. Paul, Minn., May 4, 1928.
S-6

Mr. F. W. Sweeney,
Comptroller.

Please arrange for the cancellation of
Pasco Division AFE ED No. 41, Comptroller's No. 717 of
1928, covering installation of 1000-gallon gasoline
tanks at Mesa and Cunningham. I am advised that there
are no charges against this authority.

(Signed) CHARLES DONNELLY. p

cc—

Mr. F. E. Williamson,
Vice President.

135
St. Paul, Minn., May 4, 1928.
S-6

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

I enclose for your information a copy of
Pullman surcharge letter No. 30 transmitting quarterly
work report of General Auditor Lamb to the Pullman
Surcharge Accounting Sub-Committee covering the months
of January, February and March 1928.

(Signed) CHARLES DONNELLY e

Encl.

136
St. Paul, Minn., May 4, 1928.
S-6

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

I enclose for your information a copy of uniform express contract letter No. 68 transmitting statements received from Mr. Denney, General Chairman of Operating Sub-Committee "B", showing the results of activities of that Committee in cooperation with the railroads and the American Railway Express Company for the years 1927-28.

(S-6) CHARLES DENNEY P

Encl.

137

At Washington, D. C., May 4, 1928. DI

Personal:

Dear Mr. Lyons:

This morning I saw Mr. Mitchell and had a long talk with him. He has had two or three interviews with the Attorney General since I talked with him on the telephone the day you left, but the general conference which is to be had between representatives of the Department of Justice, the Department of the Interior and the Department of Agriculture has not yet taken place. Mr. Mitchell thought it might possibly take place this afternoon or tomorrow; on the other hand, it may go over until the first of the week.

Mr. Mitchell has evidently spent a good deal of time on the case and he is obtaining a thorough mastery of it. He has read much of the record and is pretty familiar with many of the questions involved in it. His opinion on the propriety of the forfeiture declaration remains unchanged; in fact, he is more firm than ever in the belief that anything of that kind ought not to be proposed by the Attorney General. He tells me that he believes the Attorney General is going to accept his view of the matter, but that his position is an embarrassing one because of his submission to the committee of the Danley-Parmenter memorandum and it is not certain just what will be done. Mr. Mitchell stated to me definitely, however, that he has made up his mind to prepare a bill himself and submit it with a memorandum to the Attorney General, and then arrange for a conference in the Attorney General's office between all of the interested parties, including Mr. Kerr and myself.

Yesterday I called on Mr. Sinnott and Senator Walsh in the hope that I might develop something with reference to the prospective adjournment. My thought was that if these gentlemen would tell me there was no chance of anything being done about the bill at this session I would start for home just as soon as we had the conference in the Attorney General's office. I could not get anything, however, from either of the two gentlemen named. Sinnott spoke as if the Land Grant Bill might be

rushed right through once the proposed bill was submitted to the committee by the Attorney General. On the other hand, Senator Walsh inclined to the view that there would be debate in both houses of Congress and that it would not be a cut and dried affair.

Under the circumstances I feel that I must reconcile myself to remaining here possibly for two or three weeks longer and, accordingly, in a telephone conversation with Mrs. Donnelly today I asked her to come down and she may leave St. Paul for here tomorrow night, although this is not definitely settled as yet.

I will keep you advised of any important developments.

Very truly yours,

~~WALTER CHAMBERS BOWEN~~

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

138
St. Paul, Minn., May 4, 1928.
S-6

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

I enclose for your information a copy of uniform express contract letter No. 69 transmitting quarterly work report of General Auditor Lamb to the Express Contract Accounting Sub-Committee, covering the months of January, February and March 1928.

(Signed) CHARLES DONNELLY. p

Encl.

139

May 4, 1928.
S-3

My dear Mr. Elliott:

Contracts have recently been executed between the Northern Pacific and the Northwestern Improvement Company covering coal supply for the Railway Company for a two-year period beginning May 1, 1928. It is necessary, in order to comply with the terms of the Clayton Act, that a resolution in the following form be adopted:

"Resolved that contracts entered into between the Northern Pacific Railway Company with the Northwestern Improvement Company dated April 26, 1928, whereby the Improvement Company agrees to furnish the Railway Company's fuel coal requirements from May 1, 1928, to April 30, 1930, for the line west of Mandan, North Dakota, be approved and the execution of the same be, and hereby is, confirmed as the act of the Railway Company."

The prices quoted by the Northwestern Improvement Company for the different grades of coal are as follows:

Red Lodge lump	3.75
Red Lodge No. 2 washed nut	3.00
Red Lodge No. 3 washed nut	2.00
Red Lodge No. 4 washed nut	1.00
Red Lodge No. 5 washed nut	.75
Roslyn lump	3.75
Rosebud	1.50

These prices are the same as those that the Railway Company has been paying under the contracts which expired April 30, 1928.

When the suggested resolution has been adopted will

139

-2-

you please ask Mr. Gay to send me three certified copies?

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

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

140
St. Paul, Minn., May 4, 1928.
8-3

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of April 26 about
the proposed operation of a special coach train between
Portland and Seattle:

I attach for your information copy of a letter
which I have sent to Mr. Andrews under date of April 27.

Encl.

141
St. Paul, Minn., May 4, 1928.
K2

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

Attached you will find tabulation showing estimated railroad requirements of NWI coal, with actual consumption, months November to March, inclusive.

Is there any reason for modifying estimated consumption April to October, inclusive, this year, for the three coals shown? Would like to have something from you on this so if any change is in prospect Mr. Andersen can be tipped off in order that he may better organize his operations.

encl.

142
St. Paul, Minn., May 4, 1928.

K5

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

Referring to your letter of May 2 about arranging for space on the Mezzanine Floor of the Ellicott Square building at Buffalo for our city office location at a rental of \$150 per month:

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

cc-Mr. R. H. Relf

143
Paid

230pm

St. Paul, Minn., May 4, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

Message about mail received and understood. C1

B O Johnson

Charge NFRyCo Executive Dept

144

x

Paid
315pm

St. Paul, Minn., May 4, 1928.

Charles Donnelly
Care New Willard Hotel
Washington DC

Have letters from Sturgis calling special meeting Executive
Committee Burlington and Colorado & Southern their New York office
Wednesday May ninth Papers in mail package tonight. G2

B O Johnson

Charge NPRyCo
Executive Dept

145
May 4, 1928.
K5

My dear Mr. Hollender:

Referring to your letter of May 1 about stationery for
Mr. Donnelly's use while in the New York office:

I am sending you today by parcel post a small supply
of letterheads, envelopes, etc. for this purpose.

Yours very truly,

(Signed) E. M. WILLIS

Mr. F. G. Hollender,
Asst. Secretary and Asst. Treasurer,
Northern Pacific Railway Company,
34 Nassau Street, New York City.

4.45 P.

St Paul Minn May 4 1928.

W F Turner President
SP&S Ry Co
Portland Ore

146
Fageols are listed as seating 29 We understand Fageols so rated usually hold only 25 in actual practice while the Will busses actually seat 30 people Will's busses also have observation rear mohair seats instead of leather and some other features which are considered as giving a difference in value of about seven hundred dollars Suggest you check up carefully on capacity of Fageols and also consider other items mentioned above Considering extra features of Will bus and cost of driving Fageols from Oakland the spread between cost of these two busses is not very wide unless allowance on obsolete stages which Fageol will make is taken into consideration If our information about greater seating capacity of Will bus is correct there may not be much advantage in purchasing Fageol busses Did you secure bids from International Harvester Company, American Car and Foundry Company and Twin Coach Company of Kent Ohio If not we think it would be well to do so.

Ralph Budd
Charles Donnelly

Western Union Telegram

147

St. Paul, Minn., May 4, 1928.

Charles Donnelly
New Willard Hotel
Washington D C

Further to my wire yesterday about agreement with clerks. As no mail package sent you yesterday am giving you following figures so that you will be fully advised. Settlement averages $1\frac{3}{4}$ ¢ per hour for all positions with estimated increase in annual payroll of about \$200,000. Great Northern arbitration award averaged a little more than $3\frac{1}{2}$ ¢ per position and applied to our line would have cost about \$400,000 per year. We are putting out necessary instructions to permit preparation May payrolls on new basis.

B O Johnson

148

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of April 18, about activities of the Special Research Committee on Fuels of the American Society of Mechanical Engineers:

I enclose for your information a copy of my letter of April 23 to Mr. F. R. Wadleigh, Chairman Special Research Committee on Fuels, together with a copy of his reply of May 2.

(SIGNED) CHARLES E. JOHNSON

encl.

149

St. Paul, Minn., May 4, 1928.45

Mr. F. E. Williamson,
Vice President.

I have your letter of May 3 and this will be your authority to arrange for replacing present oil lamps in the interlocking tower at Colorado Street and the semaphores at Spokane Avenue, Seattle, with electric lights at an estimated cost of \$498.00, such cost to be assumed one-third each by the Northern Pacific, Milwaukee and Pacific Coast Railroad. The usual AFE covering this work will be approved when submitted.

(Signed) CHARLES DONNELLY
e

cc-Mr. F. W. Sweney.

(Signed) CHARLES DONNELLY
e

160

St. Paul, Minn., May 4, 1928. A4

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

I attach file of papers about a dispute which the S.P. & S. has with the Great Northern with respect to the rate to be charged for switching at Spokane.

The contract under which this service is performed provides that tariff rates shall be charged for the service. The question, therefore, really involves an interpretation of the tariff, although with respect to business originating at Portland or Vancouver the Northern Pacific, I think, violated the tariff when we handled the business for the S.P. & S. Under an agreement made by Mr. Hannaford with Mr. Gilman in 1915, it was agreed that business originating at either Portland or Vancouver should be considered non-competitive, while as a matter of fact, under the tariff that business was competitive.

As Mr. Woodworth is away, I am sending the papers to you and would be glad if you will please advise me what rate under Great Northern tariffs should be applied for the switching of this business at Spokane. You will note from the file that Mr. Budd has advised Mr. Turner that the Great Northern cannot make any change in its practice, and you will also note that Mr. Turner says that the competitive switching rate is being assessed on all S.P. & S. business irrespective of whether it originates at competitive or non-competitive points.

Please return the file with your reply.

(Signed) J. H. POORE

encl.

151

Paid

9.00 AM

St Paul Minn May 4 1928

Charles Donnelly
New Willard Hotel
Washington D C

Edgar B Piper editor of Oregonian died at his home in Portland
yesterday afternoon.

B O Johnson

Charge Nor Pac Ry Co
Exec Dept

152
May 4, 1928. A4

Dear Sir:-

Replying to your letter of the 2nd instant, in regard to contribution by each of the four north-western lines of \$1,000 in support of the Washington State Chamber of Commerce:

Upon the understanding that the western representatives of each of the four roads had agreed to recommend a contribution of \$1,000 by each, Mr. Donnelly authorized our Mr. Coman to make such a contribution for the Northern Pacific.

Yours truly,

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

cc-Mr. H. A. Scandrett
Mr. J. L. Haugh

(Signed) S. O. HILLSON

163
May 4, 1928. A5

Dear Mr. Felton:

I have your letter of May 3 about the proposed trip to Yellowstone Park of Mr. G. W. Wattles, and family, early in July. We shall be very glad to move the car occupied by Mr. Wattles and party from Butte to Gardiner, and from Gardiner to Billings. If you will advise the names of the members of Mr. Wattles' family, we shall be very glad to issue the necessary transportation.

I assume we will be advised as to the dates on which it is desired that the car be moved.

Very truly yours,

Mr. S. M. Felton, Chairman,
Chicago Great Western Railroad Co.,
Chicago, Illinois.

154
St. Paul, Minn., May 4, 1928. A4

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

In Mr. Woodworth's absence, I hand you herewith letter received from the President of the Pacific International Livestock Exposition, to be held at Portland, Oregon, November 3rd to 10th, inclusive.

You will remember that in the past few years the Great Northern and Northern Pacific have authorized the S.P. & S. to contribute \$1,000 in support of this exposition, the contribution to be considered as joint for the three lines.

We will arrange to take the question up with the Great Northern and with the Union Pacific before reply is made, but before doing so, I would like to be advised as to what position you think we should take.

encl.

(Sd) CHARLES CONNOR

155
St. Paul, Minn., May 4, 1928.
K2

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

On your inspection trip of some time back did you go over the Camas Prairie, and, if so, were you able to convince Mr. Hanrahan that it was possible to somewhat decrease his maintenance expense?

Something from you on this would be of interest.

(Signed) B. O. JOHNSON.

156
St. Paul, Minn., May 4, 1928.
K2

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

About studies for joint use of trackage and facilities
by the Milwaukee and ourselves, in which work Mr. Judson is en-
gaged:

Would you let me know what progress has been made
in these studies since meeting in Chicago, December 22?

157
St. Paul, Minn., May 4, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

Let me have please for February 1928 and February 1927, the following:

1. Gross ton miles per ton of coal, Central District.
2. Cost per gross ton mile unit, same territory, for each of these periods.
3. My understanding is that the Northern Pacific has paid \$1.50 per ton for Rosebud coal in each of these periods. Is this correct?

(Signed) E. Q. JOHNSON.

158
St. Paul, Minn., May 4, 1928.
K2

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

Mr. Williamson's memorandum of the first about
increasing efficiency of burning Rosebud coal on locomotives:

To what extent have modified arch and spark arresting
appliances been applied to Rosebud burning engines?

(Signed) E. P. JOHNSON.

169
St. Paul, Minn., May 4, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Your letter of April 24 about former Brakeman
Kenneth Lloyd Bloom, Rocky Mountain Division:

I know Mr. Bishop quite intimately in a personal
way as he worked for me years ago in Montana. I therefore
felt free to discuss this Bloom case with him on a different
basis than would otherwise have been possible. You will
find a memorandum attached indicating what happened at our
talk.

From a contract standpoint, there does not seem to
be much question but what we will have to permit the re-exami-
nation of Bloom.

It would be interesting to know if he passes.

(Signed) E. G. JOHNSON.

encl.

160
May 4, 1928.

E-8

Dear Sir:

I have your letter of April 28 in which you say you are to write a series of articles on "Trails Old and New" for Western Story Magazine, and in which you request information about pioneer trails followed by the Northern Pacific.

I am pleased to send you herewith a copy of The Storied Northwest which I believe will be helpful. If I can be of further service to you please advise me.

Yours very truly,

Enclo

(Signed) F. V. DeGURE

Mr. Erle Wilson,
Box 175,
Hanover, New Hampshire.

161
May 4, 1928.
E-8

Dear Sir:

I hand you herewith a story about the late William A. Hilyard who, as you know, was very widely known by Northern Pacific employes. You may find it worthy of space in the forthcoming issue of the Shop Crafts Bulletin.

Yours very truly,

(Signed) F. M. DeGeorge

Encls

Mr. W. H. Eggert,
Shop Crafts Bulletin,
916 Pioneer Building,
St. Paul, Minnesota.

162
May 4, 1928.

E-8

Dear Mr. Cook:

The editorial in the May issue of the Railway Journal, clipping of which you sent me with your letter of May 3, is much appreciated I assure you. I am glad to know that you believe that the educational excursion plan which is being carried out by the Northern Pacific passenger department reflects aggressive methods.

As soon as we have available a cut or a photograph of the monster new locomotive we will place it in your hands with detailed description such as you request. We will be glad to have from you a double-page spread. Probably the most satisfactory method will be to submit the photograph to you from which to make the size cut which will meet your needs, the Northern Pacific to be billed for the cost of the cut.

Your query regarding subscription to your publication: I have had this matter up with our mechanical people and they advise me that officers in that department now receive so many publications that at this time they would be disinclined to increase the number of magazines to which they subscribe, but I am hopeful that in due course we will be able to make some change which will enable us to take on some subscriptions from you.

Yours very truly,

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

(Signed) F. W. DeGUIRE

163
May 4, 1928.
E-8

Dear Mr. Doig:

Your letter of April 16 regarding outdoor poster campaign authorized by the Northern Pacific:

I have called attention of Mr. R. W. Clark, General Traffic Manager of the Northern Pacific, to what you evidently regard as failure to give due consideration to a recommendation you had made.

I have been advised by that department that its officers in St. Paul have no recollection of having had from you a suggestion about a poster campaign for the 68-hour Chicago-Pacific coast schedule. They have, however, taken up the matter with the Minneapolis manager of the Outdoor Advertising Company and they believe this company will adjust the matter satisfactorily to you. The Minneapolis manager has said to them that the matter will be handled by the general office in New York and that he is now developing it.

With kindest personal regards,

Yours very truly,

(Signed) E. W. DeGURE

Mr. F. C. Doig,
c/o Strang & Prosser,
L. C. Smith Building,
Seattle, Wash.

164
St. Paul, Minn., May 4, 1928.
E-8

Dear Sir:

Herewith copy and mats for Mr. Durstan which I hope will serve his purpose. If he desires other information we will be glad to supply by wire.

Yours truly,

(Signed) F. W. DeGUIRE

Encls

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

165
St Paul May 4 1928
E-8

W H Merriman
Butte

Your wire regarding feature North Coast story for Butte Post Am mailing today story with three matrixes from which cuts can be made one showing North Coast in rockies with new locomotive another closeup new locomotive and third locomotive of forty years ago Have no newspaper screen cuts of interior North Coast Limited D-31

F W DeGuire

166
May 4, 1928.

Dear Mr. Gay:

Herewith copy of statement summarizing AFE
approvals as of April 30, 1928.

Yours very truly,

(Signed) E. M. WHEELER

Enclo

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

167

St. Paul, Minn., May 4, 1928.

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

Herewith copy of statement summarizing AFE
approvals as of April 30, 1928.

(Signed) E. M. WILLIS

Encls

168
St. Paul, Minn., May 4, 1928.
S-6

Mr. P. B. Lacy,
Treasurer.

I enclose approved payroll of the Lemhi Telephone Company covering the month of April 1928, amount \$715.75.

(Signed) CHARLES DONNELLY. *CD*

Encl.

cc—

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

169
St. Paul, Minn., May 4, 1928.
S-7

Mr. F. E. Williamson,
Vice President.

As requested in your letter of April 25,
I enclose speeder permit No. 22 in favor of Mr. D. C.
Worrall, good on all lines north of Rock Creek and
Royalton for the year 1928. Copy of release is also
enclosed, the original being filed with the Assistant
Secretary.

(Signed) CHARLES DONNELLY. *CD*

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

170
St. Paul, Minn., May 4, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 2 and
returning proposed contract with the Wood-Knight
Logging Company covering interchange of cars at Towanda,
Washington:

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

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

171
May 5, 1928. A5

Dear Sir:-

Your letter of May 1 to Mr. Donnelly, enclosing copy of announcement of change of ownership of the Indiana Farmer's Guide, has been received during his absence from the city but will be brought to his attention at the first opportunity.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. W. G. Campbell, Publisher,
The Indiana Farmer's Guide,
Huntington, Indiana.

172
May 5, 1928. AS

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of May 4, about the Minnesota booklet recently published by this company. Your letter will be brought to Mr. Donnelly's attention upon his return to the office, but in the meantime I am passing a copy to our Traffic and Agricultural Department officers, who I am sure will be interested in your comments.

Yours very truly,

(Signed) E. O. JOHNSON

Mr. C. C. Webber,
800 Washington Ave. No.,
Minneapolis, Minn.

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

173
St. Paul, Minn., May 5, 1933.

Mr. F. E. Williamson, ✓
Mr. J. C. Woodworth, ✓
Mr. D. F. Lyons, ✓
Mr. W. E. Conan, ✓
Mr. H. E. Stevens, ✓
Mr. F. W. Sweeney, ✓
Mr. J. H. Hughes, ✓
Mr. C. C. Kyle, ✓
Mr. P. B. Lacy, ✓
Mr. J. L. Watson, ✓
Mr. R. H. Relf, ✓
Mr. A. V. Fabian. ✓

I attach copy of agreement dated May 1, 1933, between the Northern Pacific Railway Company and the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, covering adjustments in rates of pay for certain positions, effective as of February 1, 1933.

In the St. Paul and Seattle General Offices an increase of 3¢ per hour is to be made for positions specifically mentioned in General Offices Sections 1 and 2(a). In addition thereto an increase of 3¢ per hour per position is provided for in the agreement and the amount which this latter increase will produce is to be distributed in accordance with General Offices Section 7.

When the representatives of the company and of the employees involved have reached the agreement contemplated by Section 7 above referred to a statement showing present rates of each of the positions affected and the proposed rates should be submitted to this office for approval. Until that approval has been obtained no change in rates of pay of general office employees is to be made.

With respect to positions other than those in the St. Paul and Seattle General Offices the rates of pay established by the enclosed agreement should be shown on the payrolls for the first half of May.

It should be borne in mind that the only adjustments to be made are those specifically provided for in the attached agreement, and that no adjustment is to be made in positions excepted under Article 1 of the agreement effective August 15, 1932.

Mr. Sweeney will issue instructions with respect to the preparation of back payrolls covering the months of February, March and April, 1939.

If additional copies of the attached agreement are required they may be obtained from Mr. B. A. Wilder, Assistant to the Vice President.

(Signed) CHARLES DONNELLY

174

May 5, 1928. A4

Dear Mr. Haugh:

I have delayed making reply to your letter of March 14 in regard to proposed surcharge on cost of treated ties used in joint territory because I felt that there were some things in connection with this matter about which I would like to talk with you rather than attempt to iron out by correspondence. For the past couple of months it has not been convenient for me to get away from here but conditions are such now that I would be able to come to Omaha at any time convenient to yourself. Will you please advise me what date would be convenient for you to see me.

In addition to the treated tie matter, there are one or two small matters in connection with the new Camas Prairie contract which I would like to discuss with you.

Yours very truly,

(Signed) J. H. FOORE

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

175

St. Paul, Minn., May 5, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose letter from Mrs. Aug. Swanson,
27 - 11th St. N., Fargo, N. D., about returning her
husband to service with the Railway Company. We have
made no acknowledgment and I shall be glad if you will
make whatever reply you think necessary.

(Signed) CHARLES DONAGH

encl.

176
May 5, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of May 3rd, together with four studies on the subject of transportation. The date of Mr. Donnelly's return to the office is indefinite, but your letter will be brought to his attention at the first opportunity.

Yours very truly,

Mr. Scott S. Smith, President,
Critchfield & Company,
Chicago, Illinois.

(Signed) B. O. JOHNSON.
w

177
St. Paul, Minn., May 5, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Am passing attached from Mr. O'Donnell about Northern Pacific participation in Duluth Winter Frolic to you. When noted will you kindly return to Mr. Clark?

encl.

178
St. Paul, Minn., May 5, 1928.
K2

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

We have the following from Mr. Martin:

"Confirming telephone conversation regarding the Annual Northwest Fair to be held at Minot in July, will say that it is our intention to give the fair the same support as we did last year. This embraces a page ad in the Premium List at a cost of \$10.00 and the customary prizes."

This being a Minot situation I do not presume we are interested. Is this correct?

179
Paid

1245pm

St Paul Minn May 5 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Forwarded three packages mail yesterday and one today.

B O Johnson.

Charge NPrtyCo
Executive Dept

180
St. Paul, Minn., May 5, 1928.
S-7

Mr. F. E. Williamson,
Vice President.

As requested in your letter of May 2, I
enclose freight train permit No. 16 in favor of Mr.
George H. Kaiser good between stations in Washington
for the year 1928. The release in duplicate is returned
herewith, and this letter when filed with the Assistant
Secretary may be considered your authority to execute
it on behalf of the Railway Company.

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

181
St. Paul, Minn., May 5, 1928.
9-6

Mr. F. W. Sweeney,
Comptroller.

Attached is approved voucher in favor of the American Railway Association covering the second installment of assessment No. 111, payable May 15, 1928, amount \$2387.33. The figures include the mileage of the Minnesota & International Railway Company and 473 cars belonging to that company, and bill should therefore be rendered to cover its proportion of the assessment.

(Signed) CHARLES DONNELLY *CD*

Encl.

182

St Paul May 5 1928
E-8

Mr Browne
Billings Gazette
Billings Mont

Your message date Will endeavor to place in
your hands early next week material you request

F W DeGuire

Charge Nor Pac Exec Dept

183
St. Paul, Minn., May 5, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I return Mr. P. H. McCauley's letter to you of May 1, together with supplemental agreement between the Railway Company and the Tacoma Ice Company dated April 26, 1928.

This will be your authority to accept for filing the supplemental agreement above referred to.

(Signed) CHARLES DONNELLY

cc-Mr. F. E. Williamson.

184
Paid

St Paul Minn May 5 1928

H D Trunkey
c/o Spokane Chamber of Commerce
Spokane Washington

Your wire jointly signed with Messrs Paine and Rigby to
Mr Donnelly received during his absence as was Mr McCrea's
letter of April eighteenth Matter will be submitted to
him at first opportunity which I expect will be within a
week D-9

E M Willis
Executive Assistant

Charge: Nor Pac Ry Co
Executive Dept

185
St. Paul, Minn., May 5, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of May 2, transmitting three train orders dated 1892 which have been donated by Dispatcher Wayne for placing in the Veterans' Association Headquarters at St. Paul. Please express to Mr. Wayne our appreciation of his interest in this collection.

Yours very truly,

(Signed) E. O. JOHNSON.

Mr. Fred Brastrup,
Superintendent,
Livingston, Montana.

186
St. Paul, Minn., May 5, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of May 2, forwarding two train orders dated October 5, 1890, which have been donated by Operator P. A. Huntley for exhibition in the Veterans' Association Headquarters at St. Paul. These orders will, I am sure, prove to be an interesting addition to our collection and I wish you would express to Mr. Huntley our thanks for this contribution.

Yours very truly,

(Signed) B. C. JOHNSON

Mr. Fred Brastrup,
Superintendent,
Livingston, Montana.

187
St. Paul, Minn., May 5, 1928.
S-6

Mr. F. B. Williamson,
Vice President.

Referring to your letter of May 4 and
returning proposed contract with the Montborne Lumber
Company covering the employment of an agent at Mont-
borne, Washington:

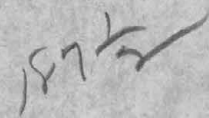
This letter, when filed with the Assistant
Secretary, may be considered your authority to execute
the contract on behalf of the Railway Company.

(Signed) CHARLES DONNELLY

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

187 
May 5, 1928.

8-3

My dear Mr. Elliott:

Herewith third copy of Yellowstone Division AFE ED No. 151 covering the replacing of a 100,000 gallon frame water tank with a 150,000 gallon steel tank at Mandan, at an estimated net cost of \$13,829, of which \$9,374 is chargeable to Additions and Betterments.

While this item is not included in the 1928 budget, the proposed building repair program for this year did include the rebuilding of the present tank at Mandan. Further investigation by the engineering department has developed the fact that an improvement can be made in the delivery of water to the standpipe and roundhouse and an increased capacity for treated water storage with decreased maintenance and operating charges can be effected by constructing a 150,000 gallon steel tank on a 45-ft. tower in lieu of rebuilding the wooden tank on a 45-ft. tower. This height is necessary for either type of tank in order to provide proper head for delivering water to the roundhouse and the west standpipe. The difference between the cost of a 150,000 gallon steel tank and a 100,000 gallon wooden tank is \$3,378. The larger capacity tank will reduce pumping overtime by \$400 per annum, and there will be a reduction in the maintenance cost; also it will provide increased storage for treater water.

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.

188
May 5, 1928.
S-6

My dear Mr. McGonagle:

I have just received with your compliments copy of the annual report of the Duluth, Missabe and Northern Railway Company for the year ending December 31, 1927, for which please accept my thanks.

Very truly yours,

(Signed) CHARLES DONNELLY *dr*

Mr. W. A. McGonagle,
President and General Manager,
Duluth, Missabe & Northern Ry Company,
Duluth, Minnesota.

189
May 5, 1928.
S-6

My dear Mr. Haile:

I thank you very much for your courtesy in sending me a copy of the annual report of the Missouri-Kansas-Texas Railroad Company for the year ended December 31, 1927.

Very truly yours,

(S-6) CHARLES DOWNEY *CD*

Mr. C. Haile, President,
Missouri-Kansas-Texas Lines,
Saint Louis, Missouri.

190
St. Paul, Minn., May 5, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of May 2, and have executed and return T. & M. lease No. 5993 to the Lehigh Briquetting Company, granting the right to mine and remove merchantable coal on certain lands owned by the Railway Company in Stark County, North Dakota.

(Signed) CHARLES LUNDGREN

encl.

x

191
Frank 602

Washington, D. C., May 6, 1928.

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

What has been done about the question of getting
employment for Mrs. Schenker?

Charles Donnelly

1928
At Washington, D. C.,
May 6, 1928.

DL

Dear Mr. Cason:

Your letter of May 2 has been forwarded to me here.

I appreciate your kindness in inviting me to address the Optimist Club, but my engagements for the next few months are such as would prevent me from accepting the invitation.

With personal regards,

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. C. C. Cason,
White & MacNaught,
902 Nicollet Avenue,
Minneapolis, Minn.

193
At Washington, D. C., May 6, 1928.

D1

Mr. H. B. Smith,
President, N. P. B. A.

I have yours of May 2 enclosing statement of operation of the Northern Pacific Beneficial Association for the three months ended March 31, and I wish to congratulate you on the showing you have made.

WILLIAM C. DOWNEY

194

4.15 PM

St. Paul, Minn., May 6, 1928.

Charles Donnelly,
c/o New Willard Hotel,
Washington, D. C.

Your wire date. Have been following question of employment for Mrs. Schenker but so far without success. Stop. Notwithstanding assurances by Minneapolis people it would be easy matter to place her they have not done so and in telephone conversation with Clark yesterday Mr. Rodgers stated in substance that it did not seem possible to place her stop. Meantime Clark has canvassed Traffic Dept. but there is no opening there. He has matter up with United Charities of which he is President also with Brittin ~~with~~ of St. Paul Association and I expect report from Clark on those two sources within day or two. Stop. Have developed nothing in other departments. One difficulty is that possessing general ability and pleasing personality Mrs. Schenker has no special qualifications for office work such as stenographer, machine operator, etc. Stop. Had prepared memorandum to you yesterday but concluded not to send intending to wire you after Clark hears from United Charities and Brittin. Stop. Will wire again in day or two and in meantime efforts will be continued to place her.

E. M. Willis

Charge Nor. Pac. Ry. Co.,
Executive Department.

196
St. Paul, Minn., May 7, 1928.
S-3

Mr. B. W. Scandrett,
General Solicitor.

With return of the attached letter of May 2nd addressed to executives of member roads by Mr. Aishton with respect to Senate Resolution 208, calling upon the Interstate Commerce Commission for certain information regarding rates on wheat and other grains in the United States and Canada, will you please indicate what course you think we should follow?

Encl.

196
May 7, 1928. A4

My dear Mr. Elliott:

I attach for your information copy of a letter dated May 3, 1928, which I have received from Mr. Coman with respect to the Mount Baker, Washington, anthracite coal field.

Yours very truly,

JOHN C. COMAN
P

encl.

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

197
St. Paul, Minn., May 7, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 5 and returning proposed contract with the Northwestern Bell Telephone Company, covering use of our track between Fergus Falls and Wadena for the operation of their motor and push cars in connection with work on their pole line located on private property adjacent to our right of way in that territory:

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

(Sgd) CHARLES DORRILL

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

(Sgd) CHARLES DORRILL

198
St. Paul, Minn., May 7, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

Referring to Mr. Christofferson's letter to you of May 3, transmitting copies of contracts with the Montana Power Company covering power for signal service at Butte, Whitehall and Logan, Montana:

This letter may be considered as your authority to accept for filing the agreements above referred to.

encl.

199
May 7, 1928. A4

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of the 4th instant, in regard to construction of a bridge across the Flathead River near Perma.

Your letter will be brought to Mr. Donnelly's attention at the earliest possible moment.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. E. H. Polleys, President,
The Polleys Lumber Company,
Missoula, Montana.

200
May 7, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of May 2, enclosing copy of an advertisement which will appear in national publications and certain metropolitan newspapers used in the national advertising campaign of the Seattle Chamber of Commerce.

Mr. Donnelly, I am sure, will be interested in this activity of the Seattle Chamber of Commerce, and your letter and the advertisement will be brought to his attention at the first opportunity.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. Christy Thomas, General Manager,
Seattle Chamber of Commerce,
Seattle, Washington.

201
May 7, 1928.A5

My dear Mr. Elliott:

I enclose copy of Mr. Hughes' letter to me of May 5, with Mr. Plummer's letter of May 2 and examination reports relating to proposed sale to the Ahtanum Cattle Company, Wiley City, Washington, of railway company lands described as all of Sections 1, 3, 9, 11, 13 and 15, and those parts of Sections 23 and 25 lying north of the Middle Fork of Ahtanum Creek, in Township 12N, range 13E, Yakima County, Washington, a total of 4763.32 acres. It is proposed to dispose of these lands at a price of \$2.50 per acre, or a total consideration of \$11,908.30, one-tenth payable in cash, balance in nine equal annual installments with interest at 6%, all minerals reserved.

I concur in the recommendation of Messrs. Plummer and Hughes, and shall be glad if you will have the matter presented at the next meeting of the Board or Executive Committee.

Yours very truly,

encl.

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

cc-Mr. J. M. Hughes.

202
St. Paul, Minn., May 7, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of May 1, and have noted and return minutes of annual meeting of stockholders of the Montana Union Railway Company held in Helena on April 24, 1928.

Advice will be given you at a later date as to when it will be convenient to have a meeting of the Board for the election of officers.

encl.

James J. Connelley

203
St. Paul, Minn., May 7, 1928. A4

Mr. F. E. Williamson,
Vice President.

On the 16th ultimo I sent to you proposed contract with the National Lumber Company covering trackage at Auburn. Will you soon be able to advise me whether or not this contract meets with your approval.

(Signed) CHARLES DONNELLY
f

4.15 PM

204

St Paul Minn May 7 1928

M E Harlan
Chicago

Please advise Howard Melaney that he is definitely booked
for Kansas City next Saturday night. F-3

F W DeGuire

205
St. Paul, Minn., May 7, 1928. A4

Dear Mr. Coman:

I hand you herewith copy of a statement showing revenue to the Northern Pacific and affiliated lines on business received from and delivered to the Walla Walla Valley Railway Company for the month of February, 1928.

Yours very truly,

(Signed) J. H. POORE

encl.

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

cc-Mr. R. W. Clark.

(Signed) J. H. POORE

x

206
Paid

5.00 PM

St Paul Minn May 7 1928

J P Roddy General Agent
Northern Pacific Railway Co
633 Monadnock Building
San Francisco Calif

We have following message from D B Robertson President Locomotive Firemen and Enginemen which reads quote Our convention arrangement committee have booked Melaney between the hours of nine and twelve PM June thirteenth and between the hours of two and five PM fourteenth stop This definitely covers all arrangements made and contemplated end quote.

F W DeGuire

Charge Nor Pac Ry Co
Exec Dept

207
May 7, 1928.
S-6

Dear Sir:

I thank you for your letter of May 7,
enclosing report of the Portland Statistical Exchange
showing consummated sales for the month of April 1928.

Very truly yours,

(Signed) CHARLES DONNELLY

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

cc—

Mr. J. G. Woodworth,
Vice President.

Encl.

208
St. Paul, Minn., May 7, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 5 and returning proposed contract with the Receiver of the M&STL covering inspection and light repairs to freight cars at Mississippi Street and Fourth Street yard, St. Paul:

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 DOBNEY, P

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

209
St. Paul, Minn., May 7, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Some time ago I referred to you Mr. Elliott's letter of March 22 to me transmitting some statistics about equipment and asking for your comments; subsequently another letter from Mr. Elliott was referred to you. I now enclose his letter of April 28 with some correspondence that he has had with Mr. Holden. Will you please return to me, with your comments, these papers, together with those heretofore sent to you, when you have had an opportunity to examine them? The letter of March 7 to which Mr. Elliott refers was about locomotive mileage between shoppings, on which you commented in your letter of April 4 to me.

(Signed) CHARLES DONNELLY *CD*

Encl.

210
St. Paul, Minn., May 7, 1928.
8-3

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

I have your letter of May 4 about proposal to install an automatic stoker in the general office building hot water heating plant.

There are some details connected with this proposal about which I should like to talk with you before answering your letter.

(Signed) E. M. WILLIS

211
May 7, 1929.
S-3

Dear Sir:

Answering your letter of May 4:

Our elevator operators come under the clerks' schedule, and in the agreement recently reached with the clerks' organization the elevator operators are not granted an increase.

Very truly yours,

(Signed) E. M. WILLIS

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

212
St. Paul, Minn., May 7, 1928.
S-3

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

Referring to your letter of May 4 with requisition No. 2992 for one eight-segment electric check writer, at a net cost of \$78.85:

I cannot tell from your letter nor from the requisition for what office this check writer is intended. As we bought one for the Treasurer's office approximately a year ago, if my memory serves me correctly, I am interested in knowing whether or not this proposed new machine is for that office and, if so, what has developed to make it necessary to purchase another new one.

(Signed) E. M. WILLIS

21212
At Washington, D.C.,
May 7, 1928.

3-3

Dear Mr. Lawrence:

Your letter of April 27 was received at my office in Saint Paul during my absence and has been forwarded to me here where I am detained on certain important matters.

My office showed your letter to one of our technical officers and it is his view, with which I am in accord, that the proposed courses would not especially fit a young man for work along technical lines in a railroad organization, and that, as no trouble is experienced in obtaining a sufficient number of fully trained engineering graduates, the opportunities for a man trained in your proposed special courses would not be particularly encouraging.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. J. C. Lawrence,
Administrative Assistant,
Office of the President,
University of Minnesota,
Minneapolis, Minnesota.

213
St. Paul, Minn., May 7, 1928.
9-3

Mr. R. H. Relf,
Assistant Secretary.

I return again your file PD-14-985 about
Jose H. Shavelear, Agent-Operator, Idaho Division.

I think Mr. Shavelear should be given the
benefit of the lower divisor provided for in the pen-
sion rules during the period he was on leave of absence
on account of injury or illness or both in 1918, 1919
and 1920. Please compute his pension allowance on this
basis and let me see what it is.

(Signed) B. O. JOHNSON *W*

Encl.

214
May 7, 1938.
8-3

Dear Sir:

Answering your letter of May 4:

The Northern Pacific operates no motor trucks and no motor coaches on the highways; neither are such facilities operated for it by contract or through subsidiaries.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Mr. John C. Emery,
Motor Transport Editor,
Railway Age,
105 West Adams Street,
Chicago, Illinois.

215
St. Paul, Minn., May 7, 1928.
S-3

Dear Sir:

I have received your letter of May 4, and return herewith one copy of G&P AFE, Superintendent's No. 86, covering the dismantling of one section of the stock pens at Grant. The AFE has been approved, and the other two copies, together with the completion report, have been passed to the Comptroller.

Very truly yours,

(Signed) CHARLES DONNELLY /r

Encl.

Mr. W. H. Biehler, Manager,
Gilmore & Pittsburgh RR Company,
Armstead, Montana.

cc--
Mr. F. W. Sweeney,
Comptroller.

218
St. Paul, Minn., May 7, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 5 and re-
turning proposed contract with the Northern Idaho
Sanitarium covering construction of a highway between
the existing crossing of our track near the depot at
Orofino and property of the State Insane Asylum:

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

Encl.

cc--

Mr. R. H. Rolf,
Assistant Secretary.

217
May 7, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of progress report on
the Glendive-Redwater sales campaign for the period
April 1 to 15, inclusive.

Very truly yours,

(Signed) Charles D. Smith, Jr.

Encl.

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

2/8
May 7, 1938.

S-6

My dear Mr. Elliott:

I enclose a copy of Mr. Zapffe's report dated May 1, summarizing the status of mining operations to date in the Guyana Iron Ore District of Minnesota.

Very truly yours,

(Signed) CHARLES DONNELLY *p*

Encl.

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

cc--

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

219
May 7, 1928.

K2

Personal

Dear Dan:

My heartiest congratulations on your promotion. Really I have often wondered these many years why your ability was not recognized outside of Rosebud county, but everything comes to him who waits and I am glad to see you finally get something which recognizes the ability which you have.

Just as soon as I hear from your son we will take steps to see if we cannot get him back on the Northern Pacific. This is the time of year when changes are made and I am hopeful as to the result. Everybody speaks very highly of Dan, Jr. We should never have let him get away from us.

I wish you every success in your new undertaking.

Sincerely,

Mr. D. J. Muri,
Board of Equalization,
State of Montana,
Helena, Montana.

220
St. Paul, Minn., May 7, 1928.
K2

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

We wrote Mr. Williamson on April 24 asking for some details as to Third Avenue (Minneapolis) accident of that date. Can you let us have reply shortly?

721
St. Paul, Minn., May 7, 1928.
K2

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

You saw copy of telegram I sent Mr. Donnelly on May 3 about renewal of subscription to the Greater North Dakota Association. For your file, I am attaching copy of such telegram. I then attach copy of memorandum dated May 4 indicating outcome of discussions with this Association and St. Paul business interests.

encl.

222
Paid

1130am

St Paul Minn May 7 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

You will recall Mr DeGuire's article about our line as published in Railroad Telegrapher and which was later put in pamphlet form and now being distributed to our employes with their paychecks. Pamphlet meeting very good reception. We are now commencing receive requests from Traffic Department for supply these pamphlets to distribute among shipping public. Inasmuch as you personally authorize original arrangement thought best consult you before authorizing proposed Traffic Department distribution. Personally think it would be good thing. Do you approve.

B O Johnson

223
St. Paul, Minn., May 7, 1928.
K2

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

Your memorandum of the fourth attaching copy of Mr. Burnham's report of April 28, describing pulp and paper activities on the Pacific coast:

You have attached two copies and I am sending one to Mr. Donnelly, which I know he will find interesting, and I am returning the other for your files.

encl.

724
May 7, 1928.

K2

Dear Sir:

Replying to your letter of May 2 describing certain locomotives in which you would like to interest us.

We are ourselves attempting to dispose of the same kind of engines as you are advertising for sale. Consequently, we would not be interested in those which you have.

Yours very truly,

Mr. John S. Glenn, Sr.,
Superintendent,
Glenn Locomotive Company,
Indianapolis, Indiana.

225
St. Paul, Minn., May 7, 1928.
S-6

Dear Sir:

I enclose herewith three copies each of forms to be filled out in reply to American Railway Association circular No. 2712, being report of freight cars owned, cost and maintenance for the years 1926 and 1927. Will you please have this data prepared and send to me in duplicate?

Very truly yours,

(Signed) LUTHER L. LUTHER

Encl.

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

226
St. Paul, Minn., May 7, 1928.

S-3

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

Miss Maloney, of the Girl Singers, has shown me Mr. McNeill's letter of May 3 to you about the recent engagement which the girls had to sing for the W. B. Foshay Company in Minneapolis. I am sorry Mr. McNeill has thought it necessary to word his letter as he has, which creates the impression that our girls were discourteous and failed to carry out their part of the arrangement.

It is a fact that this engagement was made direct with Miss Maloney. She had discussed with me some days previous the question of accepting invitations that are made to her direct and we agreed that as to the Minneapolis engagements they should first be referred to Mr. McNeill for investigation, and that where the invitation was from a source where people are well known to her, the invitation might be accepted but that forthwith she would notify Mr. McNeill. That was done in this instance, and I do think that there was then ample opportunity for Mr. McNeill or his representative to get in touch with someone representing the Foshay Company if it was considered to be important to do so. Evidently it was not so considered because I take it from Mr. McNeill's letter that nothing was done about it.

The invitation as it reached Miss Maloney was to attend their banquet and sing a few numbers. Receiving such an invitation, nothing was said by Miss Maloney, and I think properly, as to whether the girls were to have their dinner at the banquet, and I think she was justified in assuming that they were expected to have their dinner there. No provision was made for their dinner by the Foshay people and in fact, Miss Maloney's statement to me of what transpired convinces me that our girls were not accorded the courteous treatment to which they are entitled on such an occasion. It developed that they were expected to

alternate with the orchestra during the entire evening, an arrangement which had not been suggested or discussed at any time, and this was explained by Miss Maloney to Miss Bowers, of the Foshay Company.

Of course it is unfortunate that there was any misunderstanding about it, and I think as to the future there will be no occasion for any misunderstanding so far as Miss Maloney is concerned. She has been managing the Girl Singers too long to fail to appreciate or to appraise the importance of maintaining Northern Pacific dignity and courtesy, and in view of the fact that they had another engagement for eight o'clock that evening she was, in my judgment, justified in handling the situation as she did.

I am making this explanation for Miss Maloney because, as I have stated, I do not want the impression to prevail that these young ladies, who are giving up so much of their personal time in the service of the company, are being discourteous^{1b} or inconsiderate of their hosts.

I have told Miss Maloney to recall the bill of the Martin Auto Livery Company and to send it to me for payment. I suggest that if it has already been paid by the Foshay Company Mr. McNeill arrange to reimburse them rather than have any feeling on their part about it.

(Signed) E. M. WILLIS

CC--

Mr. G. F. McNeill,
Asst. General Passenger Agent,
Minneapolis, Minnesota.

227

May 7, 1928.

Dear Charlie:

Your letter of April 29 and my acknowledgment of May 3 about commencement of the Northern Pacific Railroad. I am afraid inaccuracy of title of picture on Page 415 must be conceded.

The very first specific efforts made to project a Lake Superior-Puget Sound railroad were made by the then Governor Isaac I. Stevens, of Washington territory, in the summer of 1853. Governor Stevens left St. Paul, Minnesota, on May 24 in that year and made a reconnaissance westward from Lake Superior. Captain George B. McClellan, later General McClellan, had left Puget Sound early that same spring and the two reconnaissance parties met in Northern Idaho late that fall. The name "Northern Pacific Railroad Company" did not obtain its first legislative recognition until the Legislature of Washington territory so recognized in some legislation dated January 28, 1857. The next three or four years were consumed making surveys. Then came the Civil War causing a lapse of all Pacific railroad activities. After the war was over the Northern Pacific project was revived and finally construction work was commenced near present Carlton, Minnesota, April 15, 1870, and at practically the same time construction work was commenced on the Pacific coast. Then ensued more or less active construction work complicated by financial troubles, until finally the railroad building west from Lake Superior and the railroad building east from the Pacific coast met at Gold Creek, Montana, in the summer of 1883.

We have no information as to the specific date on which the first train ran on the Northern Pacific, but it was sometime in the summer of 1870.

The first railroad construction, however, in Northern Pacific territory was undertaken by the Old Lake Superior and Mississippi Railroad, which was later absorbed by the Northern Pacific. Actual construction on the Lake Superior and Mississippi Railroad, so far as track laying was concerned, commenced from Duluth toward St. Paul, August 12, 1867, although some grading had been done in the three preceding years. This is the only ancestor of the Northern Pacific (using your word) which has a bearing on your inquiry.

227
Mr. Lingley (2)

I was very much impressed with the text book which you and Professor Tryon published. It is, of course, a text book rather than history gotten out in the usual form. I took it home, however, and I am certainly refreshing my mind considerably on our early history. Certain reading naturally has made me quite familiar with certain epochs, but as I read your text book I notice that my knowledge was somewhat disjointed and disconnected. Thank you for sending it to me.

Sincerely,

Mr. Charles R. Lingley,
Professor of History,
Dartmouth College,
Hanover, N.H.

206
St. Paul, Minn., May 7, 1928.
S-6

Mr. H. E. Stevens,
Chief Engineer.

I have your letter of May 4 in regard to the employment of Mr. Theophile Charles Dion, who is over the age limit, as computer in the valuation department, and this will be your authority to continue him in service for a period of three months.

Signed) CHARLES DONNELLY

229

At Washington, D. C., May 7, 1928. D1

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

I have your memorandum of the third about coal purchases.

I incline to your view as to the way we should deal with this question, but I feel quite confident that I shall be back in St. Paul before it is necessary to take any definite action. Apparently we bought too much coal at a high price last year, and we want to guard against making the same mistake this year.

(Signed) CHARLES DONNELLY.

230

At Washington, D. C., May 7, 1928. D1

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

I have yours of the fourth enclosing statement of business received from the Steel Corporation and the independent companies.

What is the explanation of the very considerable falling off in shipments by the Steel Corporation?

(Signed) CHARLES DORSEY.

231

At Washington, D. C., May 7, 1928. D

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

I have your letter of May 4 with enclosures about the financial difficulties of the Tumwater Paper Mills Company.

I have noted and return your papers herewith.

(Original Enclosures Returned)

D

encl.

232
St. Paul, Minn., May 7, 1928.
E-8

Dear Sir:

Your letter of May 4:

We have known that first the Milwaukee and then the Great Northern have been using advertisements in on-line newspapers emphasizing their tax payments and payroll. There are some advantages to this type of advertising; also we have analyzed it sufficiently to believe that there are some disadvantages, particularly the question of tax payments.

I am glad to have your figures on Northern Pacific payrolls and number of employes at Fargo. We have independently obtained comprehensive figures at Fargo, Dilworth, and Moorhead, N.D. This we plan to use with a story which we are to prepare to be submitted through you to the Fargo Forum and other North Dakota papers when decision is reached regarding our construction work in Fargo. This I hope will be in the near future.

(Signed) E. W. DeGUIRE

Yours truly,

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

Copy for Mr. B. Blum.

233
May 7, 1928.
E-8

Dear Sir:

Please be referred to your letter of May 4:

I am gratified to know that you will use publicity material regarding Mr. Howard Melaney, the Northern Pacific Singing Fireman. I am sending you herewith photographs and news stories. The photographs just have been made. If you desire additional copies or other information please do not hesitate to call upon me.

Yours very truly,

(Signed) F. W. DeGUIRE

Enelo

Mr. Harold A. Safford,
Executive Secretary,
Radio Station WLS,
Sears-Roebuck,
Chicago, Ill.

234
May 7, 1928.
E-8

Dear Mr. Prosser:

I have your letter of May 1 and am gratified to know that arrangements we have made regarding expansion of your service for us on the west end are satisfactory to you.

I am certain that your relations with the newspapers on our behalf have been strengthened. I am glad you have gone over this subject with Mr. Charlton and Mr. Toser and doubtless by this time with Mr. Coman. We will be happy to have you make suggestions from time to time regarding effective work for the Northern Pacific on the west end. On the ground out there you doubtless from time to time will see news angles that we might overlook.

Your plans in connection with the inauguration of the 68-hour service sound very interesting and we will watch the results with eagerness. We realize that there are phases of this fast service which do not lend themselves particularly to good news stories since the southern lines are running on faster schedule. For your information I draw this matter to your attention and am hopeful that what we might do in regard to publicity will not have the effect of intensifying the demand for service faster than 68 hours. I trust now that we will keep in closer communication and we realize that on the west end there is need for aggressiveness in the publicity field. You, of course, will work in close co-operation with Mr. Coman's office.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. W. T. Prosser,
c/o Strang & Prosser,
L.C. Smith Building,
Seattle, Wash.
Mr. W. E. Coman
Copy for Mr. R. W. Clark

235
May 7, 1928.

E-8

Dear Sir:

Please be referred to your letter of April 17.

The Northern Pacific from time to time sends Yellowstone National Park photographs to rotogravure editors of outstanding American newspapers. These are submitted to the editors with a belief that their news value will warrant using some of them in roto sections. Our experience has been that many of the newspapers from time to time use them.

We do not wish to purchase space in the Kansas City Star at this time.

Yours very truly,

(Signed) F. W. DeQUIRE

Mr. E. E. Robertson,
Manager National Advertising,
The Star,
Kansas City, Mo.

Copy for Mr. E. E. Nelson
Mr. F. A. Acker.

234

St. Paul, Minn., May 7, 1928.

K2

Mr. J. M. Hughes,
Land Commissioner.

Mr. E. A. Hughes, of Bismarck, was in this morning asking that we give him an additional four years before we make effective minimum royalty payments of a \$1000 per year on coal mining lease which he holds on S $\frac{1}{2}$ of Section 7 and the NW $\frac{1}{4}$ of Section 17-144N-87W.

Mr. Hughes argues that in spite of the fact that he took out 235,000 tons last winter that it would be some little time before he gets into our property. The thought strikes me that it might be well to have one of your people go to Beulah and see just what is going on. Suggest such inspection be made without saying anything to Mr. Hughes. When inspection has been made, will you please let me know your recommendations.

(S. B. C. 10112)

237
St. Paul, Minn., May 7, 1928. A5

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

Referring to your letter of May 7, enclosing
petition for vacation of alley in Block 18, Denny's
Addition to Seattle, which the Pacific Telephone and
Telegraph Company have requested us to sign:

I approve your recommendation and return the
petition duly signed on behalf of the Railway Company.

encl.

138

St. Paul, Minn., May 7, 1928. AS

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

Referring to your letter of May 7, about revaluation for the five-year period beginning May 1, 1928, of property under lease to the Luger Furniture Company at Fargo:

I approve your recommendation for a rental of \$1,350 per year for the period in question, or an increase of \$150 per annum over what they are now paying.

439
May 7, 1928. A5

Dear Sir:-

I have your letter of May 5, and am pleased to send you, under separate cover, some pamphlets relating to the plan for unification of the Northern Pacific, Great Northern and Spokane, Portland and Seattle Railway Companies.

Yours very truly,

D. O. JOHNSON

Mr. Frank V. Artig,
c/o Taylor, Ewart & Co.,
112 West Adams St.,
Chicago, Illinois.

240

May 7, 1928. A5

Dear Sir:-

Your letter of May 3 to Mr. Donnelly, about a removable box car roof for lumber handling, has been received during his absence from the city, but will be brought to his attention upon his return to the office. The April issue of THE TIMBERMAN has also been received and will be shown to Mr. Donnelly at the first opportunity.

Yours very truly,

(Signed) E. O. JOHNSON,

Mr. Geo. M. Cornwall, Editor,
The Timberman,
616 Spalding Building,
Portland, Oregon.

241

St. Paul, Minn., May 7, 1928. AS

Mr. F. E. Williamson,
Vice President.

Mr. J. G. Woodworth,
Vice President.

I enclose copy of a letter from Mr. Geo. M. Cornwall, Editor, The Timberman, Portland, Oregon, suggesting the redesigning of box cars to include a portable roof to permit loading and discharging of lumber through the top of the car, thereby effecting a great saving in the cost of handling.

I do not know whether this subject has been considered in the past, but I should appreciate your comments on the suggestion made by Mr. Cornwall.

encl.

(Wagon) handling lumber

X

242
Frank 602

Washington, D. C., May 7, 1928.

D

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

Think it all right to authorize Traffic Department
distribution of Mr. DeGuire's article.

Charles Donnelly.

243

At Washington, D. C., May 8, 1928. DL

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

Please note the enclosed letter from Mr. Scandrett,
President of the Milwaukee, and return it to me promptly
with information necessary to reply fully to him.

(Signed) CHARLES DONNELLY.

encl.

x

244

Frank 602

Washington, D. C., May 8, 1928. D

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

Have wired Felton that I am detained in Washington
and cannot attend meeting of western presidents Wednesday. Have
asked Mr. Williamson to represent me if possible.

Charles Donnelly

x

245

Frank 602

Washington, D. C., May 8, 1928. D

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

Mr. Felton has wired me as follows quote Meeting western presidents called my office ten o'clock daylight savings time Wednesday ninth consider new developments labor negotiations and instruct Conference Committee of Managers. Can you attend End quote. If you can arrange to do so I would be glad if you would attend this meeting in my stead.

Charles Donnelly

x

246
Frank 602

Washington, D. C., May 8, 1928. D

S. M. Felton,
Chairman, Chicago Great Western RR Co.,
Chicago, Illinois.

I am detained in Washington and cannot attend meeting of western presidents your office Wednesday. I have telegraphed Mr. Williamson Vice President asking him to represent me if possible.

Charles Donnelly

247
At Washington, D. C.,
May 8, 1928. D

BOJ 57,10

Dear Mr. Hill:

Referring to my letter of April 23:

I have been detained in Washington much longer than I expected, and as matters now stand I may be obliged to remain here for a further period of ten days or two weeks. This, of course, will delay my trip to the Pacific Coast. However, I purpose to start west as soon as I can, and I will communicate with you again when I make definite plans.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

248
St. Paul, Minn., May 8, 1928.
E-8

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

Please remove from the weekly newspaper list
the LaPorte, Minn. News; also substitute the Post-Messenger
at Stillwater, Minn., on the same list, for the Messenger,
Stillwater, Minn.

Please also remove from the off-line list
the Ottawa, Ont. Star.

(Signed) F. W. DeGUIRE

249
May 8, 1928.

E-3

Dear Mr. White:

I have your letter of May 3 advising that the date for the Circle celebration in connection with completion of the Northern Pacific Redwater branch is to be Saturday, June 2.

We are eager now to have as much detail regarding the program as possible, this to be used for publicity purposes, therefore, wired you today.

Mr. H. E. Stevens, Chief Engineer of the Northern Pacific, advised me today that the railroad would run a train from Glendive to Circle on the day of the celebration with a one-way fare for the round trip. He says also that this train will be so made up as to accommodate all of the persons who desire to make the trip, and while the time of departure from Glendive has not been determined, of course it will be such as to bring visitors to Circle in ample time. He is considering also your suggestion about special rates from the Twin Cities to Circle. If the interest justifies, special cars or even a special train will be operated.

The suggestion about announcement over radio also is receiving attention, and if this can be arranged you will be informed of the date.

Mr. Stevens has been in correspondence with Mr. J. J. Kendig of Circle and through him further details regarding the train movement will doubtless be communicated to you.

Yours very truly,

Mr. A. C. White,
Acting Secretary,
Chamber of Commerce,
Circle, Mont.

(Signed) E. W. DeGURE

Copy for Mr. H. E. Stevens.

250

St Paul May 8 1928
E-8

A C White
Acting Secretary
Chamber of Commerce
Circle Mont

Please mail today complete detailed program of
Circle celebration June second

F W DeGuire

Charge Nor Pac Exec Dept

251
May 8, 1928. K2

Dear Mr. Gray:

You will recall our discussion with representatives of the Clearwater Timber Company in my office in St. Paul on January 7 about basis for scaling of logs being shipped from the new Oro Fino Branch to Lewiston. You will also recall that at that time we were not able to agree with the Timber Company on the basis of this scaling due to differing interpretations which the Timber Company and ourselves placed upon the so-called Scribner's Decimal "C" scale. In view of such lack of agreement as to the interpretation of this scale, it was agreed at that time that scalers for your company, the Northern Pacific, and the Timber Company make certain check scales of a specific lot of loaded cars to see if out of such check scale our differences could not be reconciled.

Mr. Williamson has finished such check scaling investigation and attached you will find copy of his letter dated April 30. In this letter he discusses in some detail the complications surrounding the entire problem, and then he recommends that we propose to the Timber Company that they perpetuate the same scale for billing purposes as they used during the February check scale and include all cull logs at full scale, all logs less than six inches in diameter to be given the lowest scale shown in the scale rule, and that this basis be accepted subject to certain check scaling. He also proposes adjustment of past scaling differences on the same basis.

I am inclined to think that Mr. Williamson's proposal is a fair one for both sides to the controversy. Are you agreeable to my telling Mr. Williamson, therefore, to make the necessary effort to close this controversy with the Timber Company on this basis?

Yours very truly,

sgd-CharlesDonnelly

encl.

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

252
St. Paul, Minn., May 8, 1928.
E-8

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

We have had made new photographs, several different settings of each, and coarse line newspaper and fine line magazine cuts of Howard Melaney and the Northern Pacific Singers. These we feel will answer for all publicity and advertising purposes. The photographs or the cuts are available in this office to the Advertising Department.

253

St. Paul, Minn., May 8, 1928.
E-8

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

People in your passenger department who are arranging the regular weekly Friday night WCCO programs say that arrangements can be made to provide for a five minute talk on the opening of the Redwater Branch on the night of Friday, May 18, which was the date suggested this morning in our conference with Mr. Stevens. Will you please advise me if this date is definitely arranged so that I may notify the Circle Chamber of Commerce; further, if I can assist in arranging the radio talk please advise me.

254
May 8, 1928.

K2

Dear Mr. Steiner:

Mr. Poore showed me your letter to him of the fourth.

I foolishly thought I could work off a case of grip.
but before I got done I found I had made a very bad mistake.
However, I took a long vacation and am back feeling as well or
even better than before. Thank you for your best wishes.

With kindest personal regards, I am

Yours very truly,

Mr. Edgar Steiner,
Care Steiner, Murphy & Company,
50 Church Street,
New York City, New York.

255
St. Paul, Minn., May 8, 1928.
K2

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

About overhauling a Minnesota Transfer engine at Mississippi Street. I now have the following from Mr. McCarthy:

"Your favor of May 3rd in connection with overhauling Minnesota Transfer at Mississippi Street:

On investigation, I find that your Mississippi Street shop will not be able to take care of fire box renewals, and that is the class of work your shop would be called upon to do.

We are able to take care of general overhauling at Minnesota Transfer which does not require renewal of fire boxes. If, however, our work gets sufficiently far behind that there is anything you can do for us at Mississippi Street, I will be very glad to send you an engine, but we will not be able to do that by May 15th.

In October, 1926, Minnesota Transfer purchased your engine No. 2332 (M.T. No. 20) and that engine will be due for repairs shortly, at which time I would like to have the Northern Pacific do the overhauling."

Will you pass this information to Mr. Zwright so that he will know he will not get a Minnesota Transfer engine after the fifteenth, but that later he will get the old 2332?

256
May 8, 1928.

K2

Dear Mr. Fry:

Referring to your letter to Mr. Lyons of April 25 about possible employment for Mr. Bautzer with the Yellowstone Park Hotel Company:

I discussed your request with the employing officer of the Yellowstone Park Hotel Company in St. Paul. There are so many applications ahead of Mr. Bautzer that I question very much whether a position would be found for him with this company this season, but it was suggested to me, and I repeat it to you, that Mr. Bautzer call on Mr. H. B. Brown in Room 334, Bradbury Building, Los Angeles, and discuss the matter further with Mr. Brown. Mr. Brown is in charge of the Hotel Company and happens to have an office in Los Angeles which will make it very convenient for Mr. Bautzer to find out quickly and definitely just what the prospects for employment are.

Yours very truly,

Mr. William W. Fry,
2701 Patricia Avenue,
Los Angeles, California.

cc-Mr. B. F. Lyons:

This refers to yours to Mr. Fry of May 7.

257
May 8, 1928.

K2

Dear George:

I am glad to see that cement shipments for the first four months of this year from Trident are somewhat ahead of last year. It would be interesting to know what kind of a year you are looking forward to. I certainly hope things are picking up.

Yours very truly,

Mr. George W. Short,
Sales Manager,
Three Forks Portland Cement Company,
Butte, Montana.

258
St. Paul, Minn., May 8, 1928.

K2

Personal

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

Recalling our talk this morning about Frank Murphy:

Young Murphy would like to get a position with us but as I explained to him this morning, there is nothing doing at the present time except in the track department and there the work would be hard and not particularly remunerative. Young Murphy already has a position as "house man" with the Express Company in the St. Paul Union Depot. He has been with them for some months but he is on the extra list and in April only earned \$60. He wants to stay in St. Paul for family reasons, and after some little talk with him this morning I suggested to him that he stay where he is and that we would get in behind him and see if we could not help him land something which would keep him busy all the time. There is a good future for a young fellow in the Express Company and he seems to like it.

Along lines of our talk, will you please talk to the Express people and let me know in thirty or sixty days what, if anything, they have been able to do for him?

259
May 8, 1928.

Dear Mrs. Donnelly:

Prior to her departure for Washington on May 5, Mrs. Charles Donnelly asked us to procure for you transportation from St. Paul to Buffalo and return. I am, therefore, enclosing Burlington transportation in your favor from St. Paul to Chicago and return, and Michigan Central transportation from Chicago to Buffalo and return.

Yours very truly,

(Signed) A. M. GOTTSCHALD.

encl.

Office Manager.

Mrs. Lochren Donnelly,
1018 37th Avenue North,
Seattle, Washington.

260
St. Paul, Minn., May 8, 1928. A5-4

Mr. F. E. Williamson,
Vice President.

I have your letter of May 5, advising that the State and Federal Inspector had, at Tacoma and South Tacoma, condemned the water supply for human consumption, and that it was necessary to break the connections with the city water supply at those points; and further, that because of this condition the Consumers Central Heating Company had been directed by the Federal Inspector to break their connections with our supply.

Under these circumstances you may arrange for the refund to the Heating Company of any charges that we have made under the contract covering the balance of the year 1928, and Mr. Relf, who is receiving a copy of this letter will please advise interested officers that the contract is no longer effective.

(Signed) CHARLES DONNELLY

cc-Mr. F. W. Sweney
Mr. R. H. Relf

(Signed) CHARLES DONNELLY

261
Paid

10:10 AM

St Paul Minn May 8 1928

Charles Donnelly
New Willard Hotel
Washington, D. C.

Please indicate what reply should be made to following telegram
from S M Felton dated Chicago May 8 Quote Meeting western presidents
called my office ten oclock daylight savings time Wednesday ninth
consider new developments labor negotiations and instruct conference
committee of managers Can you attend End quote

B O Johnson

Chge Nor Pac Ry Co
Executive Dept

262

St. Paul, Minn., May 8, 1928. K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 7 about proposal of the shop employes of Northtown, Mississippi Street and Como to hold their annual picnic at Big Lake on July 14, and requesting the same service as was furnished last year:

I approve your recommendation that we furnish this train service.

cc-Mr. F. W. Sweney

263

Paid

435pm

St Paul Minn May 8 1928

Charles Donnelly
Care New Willard Hotel
Washington D C

Message about plans received and understood. G3

B O Johnson

Charge NPRyCo
Executive Dept

264
St. Paul, Minn., May 8, 1928.
K2

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

Herewith for Operating Department approval an article
which is proposed by the Railway Age for publishing in their
periodical. Does it read all right to you?

encl.

265
May 8, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 153 covering the application of angle irons on sides and one end and on drop doors of 200 steel gondola cars, series 58000-58999, and renewal of bolster and cross tie cover plates on 100 gondola cars, series 58000-58499, at an estimated net cost of \$12,004, of which \$10,204 is chargeable to Additions and Betterments.

The 1928 budget contains an item for strengthening 289 gondola cars at an estimated net cost of \$19,770, but subsequent study of the situation indicates that only 200 cars can be strengthened this year. This is a continuation of a program that we have been following for several years in strengthening this class of equipment, 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.

264

May 8, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Montana Division AFE ED No. 122 covering new stockyards with necessary trackage at Laurel, Montana, at an estimated cost of \$30,348, all of which is chargeable to Additions and Betterments.

The changed operating conditions make it desirable to construct a new yard at Laurel rather than go to the expense of making requisite repairs to the present yard located at Billings. During the past two or three years we have been considering abandoning the Billings yard, or at least a substantial part of it, and it is proposed that sixteen of the twenty-six pens in the Billings yard will be abandoned when the new yard is constructed at Laurel. The narrative of the AFE outlines in considerable detail the conditions contributing to the proposal to construct a yard at Laurel, indicating a possible annual saving in operating expenses of \$6,059. The 1928 budget carries an item for a new yard at Laurel at an estimated cost of \$35,136, but some changes have been made in the plans as covered by the AFE resulting in a decrease in the cost of about \$5,000.

For the reasons given I recommend formal approval of the AFE by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

267
May 8, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of Saint Paul Division AFE ED No. 80 covering the placing of tie plates in connection with cross tie renewals on the Little Falls and Dakota Branch, at an estimated cost of \$3,286, all of which is chargeable to Additions and Betterments.

Through oversight this was not included in the original tie plate forms that were submitted for approval. Second-hand tie plates will be furnished from stock and the only additional expense involved is the labor for repunching and placing them, estimated to cost \$90 and \$600 respectively.

I recommend formal approval of the AFE by the Committee or Board. It is not a budget item.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

268
May 8, 1938.
2-3

My dear Mr. Elliott:

Herewith third copies of the following AFE's:

Yellowstone Division ED No. 134 - Purchase one electric locomotive type crane truck for Glendive roundhouse, at a cost of \$5,377, all of which is chargeable to Capital Account.

Pasco Division AFE ED No. 135 - Purchase one electric locomotive type crane truck for Pasco roundhouse, at a cost of \$5,239, all of which is chargeable to Capital Account.

The estimated annual saving in each case is \$750.
I recommend formal approval of the AFE's by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

269
May 8, 1928.
S-3

Dear Mr. Gay:

I have your letter of May 4 about authorizing Mr. Harvey to sign advertising drafts.

Since I wrote you it has been decided to make Mr. Harvey an Assistant General Passenger Agent but I am not definitely advised as to when his appointment will become effective; it may be before May 16 and, on the other hand, it may be later. In the meantime please do nothing about a resolution authorizing him to sign advertising drafts until you hear from me again.

Very truly yours,

(Signed) E. A. Gay

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

270
St. Paul, Minn., May 8, 1938.
S-3

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

The attached correspondence, about the proposal of general office employees to organize a credit union, is self-explanatory. As I view it the management should neither approve nor disapprove of the formation of such an organization. With prompt return of the correspondence please give me your views from the standpoint of your contact with the employees through their union representatives.

(Signed) E. M. WILLIS

Encl.

271
St. Paul, Minn., May 8, 1928.
8-3

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

In Mr. Jensen's letter of May 3, file 721, giving statement of business car expenses, he shows car Yellowstone as between March 8 and 12 charged with a total of \$85.66. The car arrived here the morning of the 8th occupied by Mr. Donnelly; it remained in Saint Paul until the night of the 12th when it left for New York. Instructions were that for this eastern trip the car should be stocked at Saint Paul for only the car crew; that being so I do not understand how charges aggregating \$85.66 could have been incurred. Will you please advise to what extent -- the number of people and the number of days -- the car was stocked? The understanding was that upon arrival in New York the car would be stocked by the Pennsylvania Railroad, payment for which would be made direct by the party using the car. That party wants to pay all expenses connected with the trip, and I want to be certain that in our charges nothing is included that was not for his account.

(Signed) E. M. WILLIS

272
May 8, 1928.
S-6

Dear Sir:

Referring to your joint letter of May 2,
enclosing Oregon Electric AFE E-1886 for completing
work in south Portland according to agreement with the
O. & C. R.R. of June 24, 1916, at an estimated cost of
\$15,414:

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.

273
May 8, 1928.
S-6

Dear Sir:

Referring to your joint letter of May 3,
enclosing Oregon Trunk AFE 4997 for placing inside guard
rail on curve at mile post 67-7, near Frieda, Oregon,
at an estimated cost of \$1,419:

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.

274

May 8, 1928.
S-S

My dear Mr. Elliott:

Coal shipments for the week ending May 5 were as follows:

	<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
April 29	-	-	4488
30	3219	1708	3781
May 1	3725	-	3255
2	2089	1803	3765
3	2560	-	3239
4	2002	1222	3793
5	<u>398</u>	<u>-</u>	<u>3024</u>
Total	- 13993	4733	25345

The total shipments from all mines was 44,071 tons, an average of 6,296 per calendar day.

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

Very truly yours,

Respectfully,
Charles J. Farrell

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

275
Paid

345 pm

St Paul Minn May 8 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Britton told Clark today there is fair prospect of his being able to employ Mrs Schenker on census work and from what we know about her this would seem to be work that she could handle satisfactorily Britton states will know definitely about it in very few days Stop Will wire you soon as further report received Stop Have canvassed our organization again and there is nothing whatever available D-9

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

276
May 8, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of telegraph department AFE No. 21 covering the purchase of emergency braided cable at a cost of \$9,904, all of which is chargeable to Capital Account.

As stated in the narrative of the AFE, this cable was purchased in July 1927 and March 1928 and the AFE is now submitted for accounting purposes. As the entire charge is to Capital Account, the AFE should be formally approved by the Committee or Board, and I recommend such approval. It is not a budget item.

Very truly yours,

Encl.

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

277

May 8, 1928. A5

Dear Sir:-

I acknowledge receipt of your letter of May 5, enclosing a tear sheet from the May 4th issue of the Houston Post-Dispatch containing report of an interview with Mr. Howard Elliott, our Chairman.

We are pleased to have this news article in our files and your interest in forwarding the clipping is appreciated.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. O. M. Lowe,
National Advertising Manager,
Houston Post-Dispatch,
Houston, Texas.

278

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

Mr. H. B. Smith,
President N. P. B. A.

I attach copy of a letter I have received from Mr. Wilder with respect to membership in the N.P.B.A. for certain relief telephone operators who, I understand, are generally employed from 1 to 15 days per month.

It seems to me that these employes should be considered as regular employes with membership in the N.P.B.A., and unless you think otherwise, I will so advise Mr. Wilder.

(Signed) J. H. POORE

encl.

279

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

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

Referring to your letter of the 8th ultimo, in regard to the application to the Interstate Commerce Commission of the City of St. Paul in connection with the use of the tracks of the St. Paul Bridge and Terminal Company:

These papers have been referred both to our Law and Operating Departments and Assistant Superintendent McLane will be qualified to testify if it should later develop that it is desirable to call him as a witness.

(Signed) D. C. JOHNSON.

encl.

280

May 8, 1928. A5

My dear Mr. Holden:

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

Yours very truly,

encl.

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

287
May 8, 1928. A5

My dear Mr. Elliott:

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

Yours very truly,

encl.

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

282

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

Mr. R.H.Relf,
Assistant Secretary.

I attach for filing contract between the Northern Pacific Railway Company and the Travelers Insurance Company, covering sale of travelers' insurance at Northern Pacific stations. Will you please see that copies of this contract are furnished interested officers.

CHARLES H. HARRIS

encl.

283
May 8, 1928. A4

Dear Sir:-

Your letter of the 30th ultimo, with respect to the taking of space in the Pacific International Livestock Exposition by the Northern Pacific, has been received during Mr. Donnelly's absence from the city. It will be brought to his attention at the earliest possible moment.

Yours very truly,

(Signed) J. H. POORE

Mr. A. C. Ruby, President,
Pacific International Livestock Exposition, Inc.,
Portland, Oregon.

284
May 8, 1928.

K2

Dear Mr. DeForce:

I am seeking your assistance to clear up some details about the continuity of service of Jesse Huxtable, Conductor, Pasco Division, in connection with later determination of amount of his pension.

Rule 6 reads - "Dismissal followed by reinstatement to service within one year, leave of absence, suspension - - is not to be considered as a break in the continuity of service --".

Mr. Huxtable went to work on the Idaho Division on July 17, 1889. Shortly before October 1, 1908 Mr. Huxtable was taken out of service for an insubordinate attitude at an investigation, which I think you conducted, concerning his missing a call. Mr. Huxtable was then in the Legislature at Olympia, and finally, as you will recall, he came to you and made some apology for his attitude at the original investigation and you put him back to work on November 1, 1909, or thirteen months after you had taken him out of the service. We have no written record as to whether you discharged him on October 1, 1908, or whether you simply held him out of the service until he made proper apology for what happened at the investigation.

In these days of thorough Pension Rule understandings, circumstances like this probably would not come up, but as we all know twenty years ago we were not so technically correct in the way we handled situations of this sort.

The problem before us is this. If you actually discharged Mr. Huxtable on October 1, 1908 with every intention of permanently keeping him out of the service, and then later you reinstated him on November 1, 1909, thirteen months after you discharged him, then under Rule 6, quoted above, Mr. Huxtable's pension rights will commence on November 1, 1909. If, however, you did not have in mind on October 1, 1908 that Mr. Huxtable was permanently relieved from the service, but, instead, you had him out of the service until he apologized for the way he acted at the investigation, then we should consider this break in his service as a suspension. Under such circumstances his pension dated would be July 17, 1889.

264
Mr. DeForce (2)

Will you kindly give me such information as you can recall which will enable us to intelligently settle this question? In your reply I would also appreciate some information from you as to Mr. Huxtable's then political activities. Was he usually against us, or could he usually be depended on to stay with us when you needed him at Olympia?

With kindest personal regards, I am

Yours very truly,

(Signed) H. O. JOHNSON

Mr. J. L. DeForce,
3000 San Pasqual Street,
Pasadena, California.

cc-Mr. James Shannon

Self-explanatory. We have all of the information which Mr. Newton has in his office on the subject, but it does not settle question. Undoubtedly you recall the incident. What is your recollection of Mr. Huxtable's understanding when he was suppose to be discharged?

785
May 9, 1938.
3-3

My dear Mr. Elliott:

I am sending herewith third copies of the following AFE's:

	<u>Est. Net Expenditure</u>	<u>Capital Account</u>
Fargo Division ED No. 40 - Extend eastbound siding at Manitoba Junction	\$ 6,180	\$ 5,974
Yellowstone ED No. 97 - 1820-ft. westward extension to passing track at Curlew	6,732	6,033
Yellowstone ED No. 103 - 1961-ft. westward extension to passing track at Hodges	7,465	6,668
Yellowstone ED No. 104 - 1872.6-ft. eastward extension to the eastbound passing track at New Salem	6,192	5,555
Yellowstone ED No. 117 - 1959.2-ft. eastward extension to passing track at Allard	9,093	8,491
Yellowstone ED No. 153 - 2310.4-ft. eastward extension to passing track at Gladstone	7,265	6,829
Yellowstone ED No. 153 - 1951.7-ft. eastward extension to passing track at Boyle	6,271	5,850
Yellowstone ED No. 154 - 2143-ft. westward extension to passing track at Judson	7,562	7,001
Yellowstone ED No. 155 - 1963-ft. eastward extension to passing track at Demores	7,638	6,995

285

	<u>Est. Net</u> <u>Expenditure</u>	<u>Capital</u> <u>Account</u>
Montana Division ED No. 77 - 911.8-ft. extension to westward passing track at Townsend, Montana -	\$ 5,422	\$ 5,086
Rocky Mountain ED No. 44/- Extend east- bound passing siding at Drummond	6,729	6,572
Pasco Division ED No. 35 - 2278-ft. exten- sion to siding at Sagemoor -	8,790	8,003

These AFE's, together with AFE's involving charges to Additions and Betterments less than \$5000, and which are included in the budget, cover our complete program for 1928 for extending side tracks, with the exception of the passing track at Forest Lake, on the Lake Superior Division, and the passing track at Umtanum, on the Pasco Division; AFE's for which have not yet been submitted. The allowance in the 1928 budget for passing track extensions is \$222,450. The program that has been decided upon and as covered by AFE's that have been submitted, and including the two items for which AFE's have not been submitted, will amount to \$173,150, a reduction under the budget allowance of \$49,300. This program has been gone over carefully by Mr. Williamson with the operating officers and they are agreed that the proposed expenditure is justified, having in mind the operation of longer trains and the importance of expediting their movement over the road. Another element of importance is the purchase of heavy power for the Yellowstone Division; this will make it necessary to have longer passing tracks between Mandan and Glendive, the extensions of which should be completed before next autumn.

All of the attached AFE's are included in the budget, and for the reasons given I recommend formal approval by the Committee or Board.

Very truly yours,

Encl.

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

287
St. Paul, Minn., May 9, 1928. A5

Mr. F. W. Sweney,
Comptroller.

Effective May 1, 1928, please add to the special payroll the name of W. H. Dixon, formerly employed as Agent at Battle Ground, Washington, at a rate of \$25.00 per month. 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. E. Williamson
Mr. R. H. Relf

(Signed) CHARLES DONNELLY

P

288
St. Paul, Minn., May 9, 1928.
3-3

Mr. D. F. Lyons,
General Counsel.

On September 24, 1925, Mr. Countryman prepared an agreement modifying the agreement dated January 16, 1922, between the Northwestern Improvement Company and the Gilmore & Pittsburgh Railroad Company, under which the latter rents from the Improvement Company a gasoline motor car. The modified agreement expires August 31, 1928. It is the intention to further extend the agreement for a period of one year on the same terms, except that the rental of \$72.20 should be stated as a flat amount without setting forth how that amount is made up as between depreciation and interest. As of August 31 this year the car will have been completely depreciated.

Will you please prepare a further modification of the agreement of January 16, 1922?

(Signed) CHARLES DONNELLY

789
St. Paul, Minn., May 9, 1928.
9-3

Dear Sir:

Referring to your letter of April 26 about
gasoline motor car No. 650:

We will extend the present agreement for a
period of one year from the expiration of the present
agreement on August 31 next, the rental to be a flat
sum of \$72.20 per month. The law department will pre-
pare a document covering this extension of time.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

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

290
May 9, 1938.
9-3

Dear Sir:

Answering your letter of April 25:

I have signed and return herewith revised supplemental agreement with respect to the stock of the Midland National Bank at Billings. Please return to me one duplicate original of this agreement when it has been completed.

Very truly yours,

(Signed) CHARLES DORRIS X

Encl.

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

1205 pm

Saint Paul May 9 1938

J L Haugh
c/o Union Pacific System
Omaha Nebr

Please see my letter April 24 about request to contribute
to Spokane Chamber of Commerce Milwaukee road has
declined Great Northern and Northern Pacific are
agreeable to similar action Have you reached conclusion
as to Union Pacific's position D-10

B O Johnson

292
May 9, 1928.
8-3

Dear Mr. Scandrett:

Thank you for your letter of May 2 about the Missoula Chamber of Commerce.

Our people, as I wrote you May 1, were disposed to give the request favorable consideration; I agree with you, however, that it is hard to justify contributions of this character, and I have concluded, if the Milwaukee Road will agree to decline to contribute to the Missoula Chamber of Commerce if a request is received, the Northern Pacific will decline the request it has received and which is now pending.

Very truly yours,

(Signed) William W. Harrington

Mr. H. A. Scandrett, President,
CMSt&P Railroad Company,
Chicago, Illinois.

X

293
Paid

4 pm

St Paul Minn May 9 1928

Charles Donnelly
c/o New Willard Hotel
Washington D C

Your wire from New York Increase in maintenance of
equipment for April accounted for by transfer in April last
year of approximately three hundred thousand dollars
representing additions and betterments proportion of the
cost of constructing three hundred log flat cars which had
been improperly included in maintenance of equipment expense
Have wired Mr Elliott D-11

B O Johnson

Charge: Nor Pac Ry Co
 Executive Dept

294

X

Paid

4 pm

St Paul Minn May 9 1928

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

Increase in April maintenance of equipment accounted for
by transfer in April last year of approximately three hundred
thousand dollars representing additions and betterments
proportion of the cost of constructing three hundred log flat
cars which had been improperly included in maintenance of
equipment expense D-12

Charles Donnelly

Charge: Nor Pac Ry Co
Executive Dept

295
St. Paul, Minn., May 9, 1922.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 1 enclosing
Rocky Mountain Division AFE ED No. 75 covering spur for
the Golconda Lead Mines Company near Wallace, Idaho:

This AFE has been approved, and I return here-
with signed copy of the industry track agreement for
delivery to the Mining Company; the copy bearing the
initials of our officers has been filed with the Assist-
ant Secretary.

Encl.

cc--
Mr. R. H. Relf,
Assistant Secretary.

296
May 9, 1928.

3-3

Dear Sir:

Answering your letter of April 27:

The Northern Pacific has in its organization no educational activities, as such. Under an arrangement with the International Correspondence Schools that organization conducts its system of instruction, making it possible for those of our employees desiring to do so to obtain a knowledge of the science of railroading in its many phases, mechanical, electrical, commercial and all of the many subjects necessary to fit railroad men for promotion and to enable them to meet the requirements of modern railway service.

A definite apprenticeship arrangement obtains in the mechanical department under which arrangement technically trained men are employed as special shop apprentices. These special apprenticeship courses cover a period of four years, embracing in such period every mechanical shop activity. Then as vacancies occur such apprentices are graduated into minor official positions. In departments other than the mechanical no set apprenticeship arrangement obtains. Appointments to staff are made from the rank and file, everything else being equal, the senior man receiving preference, basing the appointment on fitness for the position subject to certain approval by superior officers.

Very truly yours,

Mr. L. C. Fritch,
Vice President,
Chicago, Rock Island & Pacific Ry Company,
LaSalle Street Station, Chicago, Ill.

497
St. Paul, Minn., May 9, 1928. A5

Mr. F. W. Sweeney,
Comptroller.

Effective May 1, 1928, please add to the special payroll the name of W. H. Dixon, formerly employed as Agent at Battle Ground, Washington. Mr. Williamson, who is receiving a copy of this letter, will advise address to which check should be sent.

(Signed) CHARLES S. DIXON

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

(Signed) CHARLES S. DIXON

298
St. Paul, Minn., May 9, 1928. A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 7, enclosing copy of letter dated April 27 from Mr. Showalter to Mr. Craver, about retirement of W. H. Dixon, formerly Agent at Battle Ground, Washington:

I approve recommendation that he be placed on our special payroll at a minimum rate of \$25.00 per month, and instructions have been issued accordingly.

299

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

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

Referring to your letter of May 8, submitting proposed contract between the Railway Company and the United States of America granting the Reclamation Bureau the right to construct, operate and maintain a diversion dam in the Yakima River, headworks, etc., on our right of way in the vicinity of Easton, Washington:

The arrangement as outlined is approved and I return the contract to you duly executed on behalf of the Railway Company.

~~RECEIVED MAY 10 1928~~

8

encl.

300
St. Paul, Minn., May 9, 1928. A4

My dear Mr. Coman:

Referring to my letter of March 23, in regard to moneys of the Northern Pacific Terminal Company which have been deposited in the savings account of the First National Bank of Portland:

I now attach copy of Mr. Sweney's letter to me of the 9th instant and a copy of the enclosure therein referred to. It is my understanding that this matter will be brought up for consideration at the next meeting of the Terminal Company Board.

Yours very truly,

encl.

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

301

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

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

Referring to your letter of April 21, and returning Mr. Goodsill's letter of April 13 with respect to the Railway Clerks' Convention:

I took this matter up with Mr. Donnelly and he authorizes an offer by the Northern Pacific to furnish a special train from St. Paul to Seattle and return in the event that the 1931 convention of the Clerks' organization is held at Seattle.

L. H. POORE

cc-Mr. F. E. Williamson.

L. H. POORE

302
May 9, 1938. A4

Dear Sir:-

I have your letter of the 8th instant, and we will be glad to afford your representative access to our original cost records for right of way between Groningen and Banning, Valuation Section 6, Minnesota.

Yours very truly,

(Signed) J. H. POORE

Mr. D. F. Jurgensen, Engineer,
Minnesota Railroad and Warehouse Commission,
St. Paul, Minnesota.

303
May 9, 1938. A5

Dear Sir:-

This will acknowledge receipt of your letter of May 1, enclosing statement on account of dues for membership in the Chamber of Commerce of the United States for the year ending May 31, 1939. We have today prepared voucher in the amount of \$1,700 covering membership dues and this will be forwarded to you in due course.

Yours very truly,

CHAMBER OF COMMERCE

3
Mr. D. A. Skinner, Secretary,
Chamber of Commerce of the United States of America,
Washington, D. C.

304
May 9, 1928. AS

My dear Mr. Gay:

We have received from the Chamber of Commerce of the United States the usual statement in the amount of \$1,700, covering our associate membership dues for the year ending May 31, 1929. Mr. Donnelly has approved the continuation of our membership in the United States Chamber of Commerce and voucher has been prepared to cover.

Yours very truly,

WILLIAM C. JOHNSON

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

305

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

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

Referring to your letter of May 7:

I return Form 202 which has been approved covering an increase in salary of position General Agent Passenger Department at Seattle from \$300 to \$325 per month, effective April 16, 1928.

(Signed) E. O. JOHNSON

encl.

4.45 1

306

St Paul Minn May 9 1928

C R Gray
Omaha

Your message date Hope to advise you shortly our position
with respect to request of Pacific International Livestock
Exposition for contribution.

Charles Donnelly

cc-Mr. C. R. Martin:

B. O. J.

307
May 9, 1928. A4

Dear Sir:-

I acknowledge receipt of and thank you for your letter of the 7th instant, with which you enclose blue prints of chemical analysis and physical properties of Basic Open Hearth Steel refined at a mill near Pittsburgh. I have passed your letter and the blue prints referred to to Mr. F. E. Williamson, Vice President in charge of Operation, for the information of himself and his experts.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. B. F. Hardesty, President,
Refined Steel Company,
Clark Building,
Pittsburgh, Pa.

cc-Mr. F. E. Williamson

(Signed) CHARLES DONNELLY

308

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

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

Replying to your letter of the 9th instant, in regard to the old Flint roadster which was used in connection with the purchase of right of way for the Glendive-Brockway line:

I see no objection to selling this machine to a company employe if he is willing to pay as much as you could obtain from anyone not connected with the company.

W. A. POORE

309
St. Paul, Minn., May 9, 1928. A4

Mr. F. E. Williamson,
Vice President.

Mr. Gemmell advises me that he desires to purchase "T" engine No. 2349, which he has been renting from us, and wishes to know the terms on which we will sell it to his company. We charged him \$5,000 each for the last "T" engines we sold to him, and I assume that that price would be satisfactory for No. 2349. Will you please advise.

(Signed) J. H. POORE

510
St. Paul, Minn., May 9, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of a letter I have received from Mr. Burnham with reference to joint operation at Burke.

It is my understanding that this matter has been allowed to rest until the O-W.R. & N. has ironed out its difficulties with the County of Shoshone with respect to the highway matter, the last I have on my file being your letter of October 6, 1927. Have there been any new developments up to this time, and do you think that Mr. McCarthy should be advised that we are waiting until that matter is out of the way before we negotiate further with the O-W.R. & N. Company?

(Signed) B. O. JOHNSON

encl.

311
May 9, 1928.

Dear Sir:-

Replying to your letter of the 8th instant, in regard to the Pacific International Livestock Exposition:

We, too, received a letter from these people and I think that we will be willing to do the same as last year; namely, to authorize a contribution of \$1,000. by the S.P. & S. for the joint credit of the three companies. The matter is now up with Mr. Donnelly and we expect to hear from him in a few days. It will then be taken up with Mr. Haugh in the same manner as last year, and I will advise you what we hear from him.

Yours truly,

(Signed) B. O. JOHNSON.

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

312
Paid

2.25 PM

St Paul Minn May 9 1928

Howard Melaney
c/o Willard Adamson
806 Hippodrome Building
Cleveland Ohio

Wire received Photographs mailed today.

F W DeGuire

Charge Nor Pac Ry Co
Exec Dept

313
May 9, 1923.
9-8

My dear Mr. Elliott:

I enclose for your information copy of Mr. Stevens' letter of May 8 reporting progress on the construction of the Redwater Branch during the month of April, also copy of progress chart.

Very truly yours,

Encl.

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

314

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 4 :

I approve your action in disposing of the old
strike camp building at Dickinson, N. D., at a price of
\$350.00, to Mr. A. A. Dinsdale.

(Signed) CHARLES DONNELLY
8

cc-Mr. F. W. Sweeney

(Signed) CHARLES DONNELLY
8

315
May 9, 1928.

K2

Dear Sir:

Your letter of March 21 about small contribution to the Northwest Fair people at Minot:

The Northern Pacific feels that it is not interested in this particular project so we do not feel we should contribute. We have no objections to your so doing.

Yours very truly,

(Signed) B. O. JOHNSON

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

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

316
May 9, 1928.

K2

Dear Mr. Lathrop:

You will find attached Northern Pacific voucher No. 40758 covering our \$1,000 subscription to the Greater North Dakota Association's activities for the year 1928 in line with agreement at conference on May 4.

Yours very truly,

(Signed) B. O. JOHNSON

encl.

Mr. A. B. Lathrop, Vice President,
Merchants National Bank,
St. Paul, Minnesota.

317

At Washington, D. C.,
May 9, 1928. D

Dear Sir:

I have received your letter of May 3 applying for a position with this company.

Matters of employment are in charge of Mr. A. N. Page, Superintendent of the Employment Bureau, and I have referred your application to him. If Mr. Page knows of any vacancy where your services can be utilized he will communicate with you.

Very truly yours,

(Signature) CHARLES E. BARTON.

A

Mr. Chas. J. Johnson,
Nazareth Hall,
Lake Johanna,
St. Paul, Minn.

cc-Mr. A. N. Page:

318
May 9, 1928. A4

Dear Madam:

I have your letter of the 3rd instant, in which you suggest that the new branch line from Glendive to Brockway be extended into Garfield County, although it did not contain the statement showing the estimated production referred to in your letter.

As you probably know, it is not possible for us to construct new railroad mileage without first obtaining the permission of the Interstate Commerce Commission. Up to this time we have given no thought to an extension of the new branch line beyond Brockway, but when we are satisfied that the additional mileage suggested is warranted, we will be ready to take such steps as are necessary to secure authority to enable us to undertake the work.

Yours very truly,

(Signed) CHARLES DONNELLY

Mrs. Frank McKeever,

Butte Creek, Montana.

319
At Washington, D. C.,
May 10, 1928.

A5

My dear Mr. Elliott:

I enclose copy of Mr. Hughes' letter to me of May 7, recommending sale to A. M. Grosfield of certain Northern Pacific property in Sweetgrass County, Montana, described as follows: Lots 1 to 15, Section 1, and all of Sections 11, 13, 15, 21 and 23-3N-12E. containing 3703.87 acres. We will receive for these lands a total consideration of \$12,184.77, one-tenth cash and the balance in ten equal annual installments with interest at 6%. Inasmuch as reports indicate that there are no mineral possibilities in the area involved, the sale as negotiated provides for waiving of the mineral reservation.

It is Mr. Hughes' opinion that this is a desirable sale from our standpoint, and I concur in the recommendation. Will you please have the matter considered at the next meeting of the Board or Committee.

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. (Signed) CHARLES DONNELL

10.15 A.

320

St Paul Minn May 10 1928

W E Coman
Seattle

Please see Williams letter to Watson of April thirteenth in regard to cancellation Commercial Dock lease at Tacoma Have discussed with Lyons and he thinks we may lawfully cancel lease if file shows that we have made sufficient investigation to satisfy ourselves of correctness of statement that Commercial Dock Company has no assets and that judgment against them would be of no value to us Please confer with Winders and Williams and advise me if statement about assets of Commercial Dock Company is correct. C-5

Charles Donnelly

Western Union Telegram

321

St Paul Minn May 10 1928

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

Estimated earnings first week May in thousands

Freight	1342	increase	45	or 3.5%
Passenger	157	decrease	38	or 19.3%
Miscellaneous	149	decrease	5	or 3.5%
Total	1648	increase	2	or .1%

Cars loaded locally 14,104 increase 197 accounted for as follows:

Increases:	Grain	310
	Livestock	72
	Forest Products	2
	Logs	230
	Coal	68

Decreases:	Merchandise	145
	Miscellaneous	340

Received from connections 3550 decrease 35 accounted for as follows:

Increases:	St. Paul Division	5
	Dakota	25
	Yellowstone	5
	Montana	62
	Tacoma	58

Decreases:	Lake Superior	14
	Fargo	15
	Rky Mtn	12
	Idaho	54
	Pasco	5
	Seattle	90

Grain loading eastern district increased 297 cars received from connections decreased 24 cars Grain loading western district increased 13 cars received from connections decreased 18 cars.

Fruit loading this year 126 cars compared with 121 last year received from connections 110 cars compared with 149 last year.

Potato loading this year 385 cars compared with 373 last year
received from connections 19 cars compared with 57 last year.

Ore loading Lake Superior Division this year 132 cars compared
with 436 last year.

Temperatures about normal over line during week There was
no precipitation reported aside from light to heavy rains
Head of Lakes and Twin Cities.

Charles Donnelly

322
May 10, 1928.

K2

Dear Sir:

In Mr. Donnelly's absence I acknowledge receipt of your letter of May 7 advising that the Order of Railway Conductors have constructed a home on Oatland Island, Savannah, Georgia, and that Momument Division No. 598 has undertaken to furnish two rooms in the home. The date of Mr. Donnelly's return to the office is indefinite, but your letter will be brought to his attention at the first opportunity.

Yours very truly,

(Signed) B. O. JOHNSO.

Mr. W. T. Brown,
Secretary and Treasurer,
Division No. 598, O. R. C.,
Indianapolis, Indiana.

373
May 10, 1928.

K2

Dear Mr. Miyoshi:

It was exceedingly thoughtful of you to send me the pamphlet "Nippon" and the pamphlet "Eight Scenic Beauties of Japan", which I received in the mail yesterday from you at San Francisco.

I took them home with me last night and spent a delightful hour reading them, particularly the pamphlet "Nippon". Pictures of your various trains and cars were so interesting. Pictures of Kyoto and Shimonoseki with your Fusan ferries brought back interesting trips which I made through your delightful country. Thank you very much for sending these to me.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. S. Miyoshi,
Construction Engineer,
Imperial Railways of Japan,
Tokio, Japan.

324

St. Paul, Minn., May 10, 1928.
K2

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

Are we interested in the following property in the Como
district which I understand can be bought quite reasonable:

Lots 1 to 9, inclusive, and lots 26, 28 and 29,
block 2, Gilbert's Addition.

(Signed) B. O. JOHNSON.

325
St. Paul, Minn., May 10, 1928.
K2

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

Will you bring us up to date on general subject of spray painting, see Mr. Williamson's letters of June 15, 1927 and July 16, 1927? How did the Seattle and Tacoma Divisions bridge and building spray painting outfits work out, and what developments have there been in the car department?

(Signed) B. O. JOHNSON.

326
St. Paul, Minn., May 10, 1928.
K5

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

I have your letter of May 10 and return Mr. Williams' wire of May 9.

You may authorize Mr. Williams to draw draft on the Treasurer covering final payment of \$5000 account construction of building for the Puyallup & Sumner Fruit Growers Association at Puyallup.

cc-Mr. P. B. Lacy

327

Paid

305pm

St Paul Minn May 10 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

E P Sanborn called on telephone stating Judge Sanborn's family
desired you to act as honorary pallbearer at funeral We informed
him of your absence Newspaper clipping in mail package today. G4

B O Johnson

Charge NPrYCo
Executive Dept

328
May 10, 1928.

K2

Dear Mr. Layng:

Answering your letter of the seventh and returning your proposed Yakima Valley fruit handling article:

Article as submitted is entirely satisfactory to us. We hesitate to give you comparative claim figures and schedule figures for the reason that; first, we are under constant traffic pressure in connection with fruit rates and public information as to extent to which claims have been reduced would not help us in combating that pressure; second, we have always hesitated to advertise fruit schedules because of the fact that if some isolated occasional train has trouble an advertised fruit schedule would be a hard thing to go against, consequently, we do not like to make schedule comparisons. General statements would not hurt us, but specific statements along both these lines would be harmful. I trust you can see our position.

Yours very truly,

encl.

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

329
May 10, 1928.

K2

Personal

Dear Pat:

Recalling our talk on May 1 and also replying to your letter of the ninth which I received today.

I have not completely finished my inquiry as to possibility of placing you in either Washington, Idaho or Montana. So far I am not able to report much encouragement. We are not putting on any additional men beyond the usual number which we put on every spring for spring improvement work. No additional roadmasters are being appointed. So far as I now know, no changes in roadmasters whatever are contemplated in the next few months.

However, as I said above, I have not finished looking into the matter and I will write you again in the course of a week or ten days.

Yours very truly,

Mr. P. H. Flatley,
Roadmaster, Soo Line,
Rhinelander, Wisconsin.

330
St. Paul, Minn., May 10, 1928.
K2

Dear Mr. Taylor:

I have your letter of May 8 and we have also received the photographs which Engineer F. L. Soare has donated for exhibition in the Veteran's Association headquarters at St. Paul.

This is a very interesting collection and I wish you would inform Engineer Soare that his interest is very much appreciated.

Yours very truly,

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

331

Paid

1145am

St Paul Minn May 10 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Have telegraphed Mr Elliott about death of Judge Sanborn.

B O Johnson

Charge NP RyCo
Executive Dept

332

Paid

1145am

St Paul Minn May 10 1928

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

Judge W H Sanborn passed away suddenly this morning in his
apartment at the Angus Hotel St Paul Mr Donnelly notified in
Washington.

B O Johnson

Charge NPRyCo
Executive Dept

333
St. Paul, Minn., May 10, 1928.
K2

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

Confirming our talk this morning.

We have always made it a practice to handle insurance details direct with the Superintendent, or other immediate superior officer, without the thought occurring to us that there might be complications in cases of disability claims. Hereafter the following will govern:

We will handle all details relating to death claims such as difficulties about beneficiaries and other details direct with the Superintendent or immediate officer, but we will handle all cases involving any discussion of disability claims through the head of the department.

Please show this to Mr. Williamson.

cc-Mr. C. J. Mraz

334
Paid

1045am

St Paul Minn May 10 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Judge W H Sanborn passed away suddenly this morning in his
apartment at the Angus Hotel.

B O Johnson

Charge NP RyCo
Executive Dept

335
St. Paul, Minn., May 10, 1928.
K2

Mr. W. H. Strachan,
General Superintendent.

Have we finished repairs to ore cars which were
damaged by the Maroco Mining Company?

336
St. Paul, Minn., May 10, 1928.
K2

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

Last year the Northern Pacific printed programs and tickets for the annual production of the Northern Pacific Dramatic Club at a cost of \$50.00, charging same to advertising.

Mr. Nelson rather feels this is not properly chargeable to advertising. Presume he is quite right about this. We feel, however, that this annual production yields us enough publicity that we should assist to the extent of \$50.00. Will you tell Mr. Goodsill to handle printing of programs and tickets for this Club, sending us the bill and we will voucher it?

337

St. Paul, Minn., May 10, 1928.
K2

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

2 Montana Division AFE ED No. 122 covering new stockyards at Laurel will be considered by the Board in New York on May 16. Approval will undoubtedly be forthcoming. In the meantime, suggest you start your requisition along as the time is getting rather short to secure material and build this facility for stock movement which will commence in August. No work, of course, should be done until the AFE is approved.

(Signed) E. G. JOHNSON

336
St. Paul, Minn., May 10, 1928.
B-3

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

I return herewith unapproved voucher in favor of Misses Helene Klima and Peggy Ahern for services rendered in substituting for Mr. Melaney at WCCO on the evening of April 27. I do not understand why it was necessary to employ these young ladies at a charge of ten dollars when the Northern Pacific Girl Singers were available without charge. However, aside from that, for certain reasons of policy this voucher should be cancelled and payment made by check. Will you please ask Mr. Good-sill to handle it in that way and include the item in his expense account?

(Signed) E. M. WILLIS

Encl.

539
St. Paul, Minn., May 10, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

The following AFE's, involving charges to Capital Account in excess of \$5000, may be considered as approved, and signed copies thereof will reach you in due course.

Mechanical No. 149 - Apply door post reinforcing plates and grain tight sheathing angles to five hundred box cars.

Yellowstone Division ED No. 99 - Three-track coaling station with necessary trackage and additional 100-ft. cinder pit, Glendive.

Yellowstone ED No. 151 - Replace 100,000-gallon water tank with 150,000 gallon tank at Mandan.

Idaho Division ED No. 50 - Additional refrigerator car repair tracks at Parkwater.

Pasco ED No. 43 - Eight-span standard single track reinforced concrete trestle, bridge No. 79, near Lind.

Seattle ED No. 9 - Replace Howe Trusses, bridge 2 over North Fork Stillaguamish River, near Arlington Junction.

Seattle ED No. 10 - Replace Howe Trusses, bridge 11-1 over North Fork Stillaguamish River, near Oso.

Seattle ED No. 12 - Additional and replacement rail anchors between Thorp and Cle Elum.

Seattle ED 75 - Redrive nine bents and fill balance of bridge No. 9 near Hazelwood.

339

-2-

Seattle Division ED No. 63 - Pave various crossings on Spokane Street, Seattle.

Tacoma Division ED No. 21 - Additional and replacement of rail anchors between Kalama and Woodland.

(Signed) CHARLES DONNELLY *af*

340

St. Paul, Minn., May 10, 1928.
S-3

Mr. M. T. Sanders,
Tax Commissioner.

You may consider Seattle Division Tax Department AFE No. 1084, covering Storm and Sanitary sewer system assessment at Auburn, as approved. Signed copy of the AFE will reach you in due course.

(Revised) CHAS. J. CANNELL *ok*

341
St. Paul, Minn., May 10, 1928.
S-3

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

Referring to your letter of March 21 about
outstanding account of the Tuscor Lumber Company:

The Auditor reports that as of April 21 the
unpaid balance had not been reduced. Have there been
any developments since your letter of March 21 indicat-
ing that the Lumber Company will pay up this account in
the near future? If not, is there any reason from a
traffic department standpoint why we should not press
the Lumber Company for payment?

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

342
St. Paul, Minn., May 10, 1928.
8-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 9 and re-
turning proposed contract with the Pacific Telephone
and Telegraph Company covering installation of a pay
telephone booth at Auburn station:

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

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. E. Relf,
Assistant Secretary.

343
St. Paul, Minn., May 10, 1928.
8-6

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 May 7, 1928, and the period January 1 to May 7, compared with the actual figures for 1927.

(Signed) CHARLES DONNELLY

Encl.

344
May 10, 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 May 7, 1928, and the period January 1 to May 7 compared with the corresponding periods of last year, together with copy of statement making comparison with the earnings of the Northern Pacific for similar periods.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

345
St. Paul, Minn., May 10, 1928.

2-6

Dear Mr. Coman:

This will acknowledge receipt of your letter of May 7 enclosing two certified copies of minutes of the regular meeting of the Board of Directors of The Northern Pacific Terminal Company of Oregon, held at Portland May 1; also letter of the same date enclosing two certified copies of minutes of the regular meeting of the Board of Pensions of The Northern Pacific Terminal Company of Oregon, held at Portland on May 1.

Very truly yours,

(Signed) *Charles D. ...* 2

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

346
May 10, 1928.
9-6

My dear Mr. Elliott:

I enclose a copy of crop report No. 5,
dated May 9, prepared by the Van Dusen Harrington Com-
pany of Minneapolis.

Very truly yours,

Encl.

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

347

May 10, 1928.
E-8

My dear Jack:

I have your letter of May 9 to which was attached the Mississippi Valley Lumberman's advertising rate card.

Your letter suggesting the advisability of placing Northern Pacific advertising in your publication has been referred to the Traffic Department which has direct charge of advertising.

I have read the Mississippi Valley Lumberman for a number of years and know that it is a meritorious publication, and that you, as Managing Editor, have contributed much to it.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. F. Hayden,
Managing Editor,
Mississippi Valley Lumberman,
Lumber Exchange,
Minneapolis, Minn.

Copy for Mr. R. W. Clark.

348
May 10, 1928.
E-8

Dear Mr. Gamble:

I thank you for the tear sheets from
Printer's Ink which you mailed me with your letter
of May 9.

When you have finished the analysis of
the Yellowstone Park figures please let me look
them over.

There have been no new developments
since last I saw you regarding any possible change
in our methods of advertising but I will be glad
to see you when you next are in St. Paul.

With kindest personal regards,

Yours very truly,

(Signed) F. W. DeQUIRE

Mr. F. R. Gamble,
Advertising Dept.,
The Curtis Publishing Co.,
231 So. LaSalle St.,
Chicago, Ill.

349

St. Paul, Minn., May 10, 1928.
E-8

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

I am handing you herewith, in accordance with our understanding of April 1, a tentative suggestive program of full-page illustrated advertisements. I have written copy for 13 advertisements and suggested illustrations. In these I have endeavored to tell the story of the Northern Pacific beginning with Lewis and Clark expedition, the laying of the first rails, the close relationship between the railroad and the development of the country, the building of the cities, the constant co-operation of the railroad since the earliest days, the building of the first roadbed, and the smoothness of that roadbed today, the thought which has been given the safety of travelers and employes, the friendliness which underlies a Northern Pacific passenger train, the distinctive personnel which has grown up on the pioneer railroad, the precision and accuracy which attend operation of the North Coast Limited and other Northern Pacific trains, the discrimination required to serve passengers with meals, the natural vacation areas along the Northern Pacific because it is the natural route to the west, the progress which has been made and the courtesy which attends the shipment of freight, and the importance of the railroad as a manufacturer of transportation.

In addition I have attached suggested topics for 12 other advertisements. I am hopeful that this material will give our proposed "board of strategy" a good start.

Enclo

(Signed) F. W. DeGUIRE

350
St. Paul, Minn., May 10, 1938.
8-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 9 and returning proposed contract with the Moose Lake Sand and Gravel Company covering the loading of 23,000 cubic yards of bank widening material for use on the Third District, Lake Superior Division, on work authorized for 1938:

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.

(Sd) CHARLES W. WELLS p

Encl.

cc--

Mr. R. H. Relf,
Assistant Secretary.

351
St. Paul, Minn., May 10, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 9 and re-
turning proposed contract with Winston Brothers cover-
ing loading of stripping material for bank widening and
for loading ballast gravel at Three Forks 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.

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

352

At Washington, D. C.,
May 10, 1928. D

Boff, v

Dear Mr. Holden:

I am in receipt of your letter of yesterday about the meeting of the Presidents' Conference Committee to be held in New York on May 15, and suggesting a meeting of the Western Group Committee immediately thereafter.

As you know, the length of my stay here is very indefinite and the situation with respect to the land grant investigation makes it impossible for me to say now whether I can be in New York on the fifteenth. However, if developments are such as to permit me to attend the meetings in question, I hope to do so.

Very truly yours,

(Signature: CHARLES D. DODGE)

Mr. Hale Holden,
President, CB&Q R.R. Co.,
32 Nassau Street,
New York, N. Y.

353

At Washington, D. C., May 10, 1928. DL

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

Answering your letter of May 7 about publicity
in connection with the opening of the Glendive-Brockway
branch.

I have changed Mr. DeGuire's proposed statement
somewhat and enclose copies of it herewith.

(Signed) CHARLES DONNELLY

encl.

354
At Washington, D. C.,
May 10, 1928.

D1

Dear Mr. Gunn:

I have your letter of May 4 enclosing a copy of Frank Edwards' brief. I return the brief herewith.

Nothing is more certain than that a brief of this kind will have no influence whatsoever on the decision of the case.

Very truly yours,

(Signed) CHARLES DONNELLY

encl.

Mr. M. S. Gunn,
Division Counsel,
Northern Pacific Railway Co.,
Helena, Montana.

356

At Washington, D. C., May 10, 1928. D1

Mr. H. E. Stevens,
Chief Engineer.

Herewith I hand you my file relating to the question of the construction of a bridge across the Flathead River near Perms. You will remember the discussion we had of this question with Mr. Polleys some time ago. His letter of May 4 and my reply are attached to the file.

I wish you would review the whole question and get up a memorandum for me of your own conclusions.

I shall want to discuss the matter with you and perhaps with some of our other people on my return to St. Paul.

encl.

(Signed: CHARLES DONNELL)

354
At Washington, D. C.,
May 10, 1928. DL

Dear Mr. Polleys:

Your letter of May 4 about the bridge at Perma has been forwarded to me in Washington, where I have been detained for some time in connection with questions arising out of the Northern Pacific Land Grant.

I have referred your letter to our people in St. Paul with the request that the whole question be reviewed carefully, so that I can discuss it intelligently with them on my return to headquarters.

I hope to be able to write you more definitely in the course of the next ten days or two weeks.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. E. H. Polleys,
President, The Polleys Lumber Co.,
Missoula, Montana.

357
At Washington, D. C., May 10, 1928. D1

Dear Mr. Coman:

Thank you for your letter of May 4, enclosing copy of Mr. Elliott's letter to you of April 29 and your reply of May 4.

It is still uncertain as to when I shall be able to start west, but I hope to get out there the latter part of this month or early in June.

Very truly yours,

(Signed) CHARLES DUNNELL

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

358
Paid

930 am

St Paul Minn May 11 1938

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

Will arrange flowers for Judge Sanborn's funeral as
requested D-13

B O Johnson

Charge: Nor Pac Ry Co
Executive Dept

359

St. Paul, Minn., May 11, 1928. A4

Mr. C. C. Kyle,
Purchasing Agent.

John Bauman, an employe in the Store Department Third Street Coach Yards, and also a member of our Baseball Team, was injured in the game last Saturday. It was necessary to take him to the hospital and he has been out of service this week, although I am advised that he expects to return to work in the near future. Will you kindly arrange to carry him on the payroll during this absence.

(Signed) J. H. POORE

360

St. Paul, Minn., May 11, 1928. A4

Mr. F. C. Sharood,
Asst. General Auditor.

Will you please let me have a memorandum showing the amount charged to valuation expenses for the six months ended December 31, 1927. This information is required by the Presidents' Conference Committee and they ask if possible that we state separately the amount expended in connection with Valuation Order 3. I assume we are not in position to give an accurate separation of the total amount expended, but I shall be glad if you will confer with Mr. Thian and let me have the closest possible estimate of the amount expended for Order 3.

W. H. POORE

361
May 11, 1928. A4

My dear Mr. Elliott:

I attach copy of Mr. Martin's letter to me of the 7th instant, in which he gives report of conditions on the Walla Walla Valley line for the month of April. You will note that in Mr. Martin's opinion the prospects for the coming fruit season are very good.

Yours very truly,

CHARLES DONNELLY

encl.

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

362
May 11, 1928. A4

Dear Sir:-

You have doubtless received copy of Mr. Turner's wire of the 10th about purchase of busses for the S.P.& S.

In view of his further recommendation, it seems to me that he should be authorized to purchase Fageol busses and that to him should be left the decision as to whether the busses should be equipped with leather or mohair seats. With the allowance of \$1,500 for the obsolete stages, the Fageol proposition from a financial standpoint looks to me to be very much more attractive than any of the other bids which he has received.

Yours truly,

(Signature) J. A. LENGBY

Mr. J. A. Lengby,
Executive Assistant,
Great Northern Railway Co.,
St. Paul, Minn.

363

St. Paul, Minn., May 11, 1928. A4

Mr. F. W. Sweney,
Comptroller.

Referring to your letter of the 9th instant, in regard to the Northern Pacific Terminal Company savings bank account in which is deposited the funds being held for distribution until the pending arbitration case is decided:

I attach copy of Mr. Coman's letter to me of the 8th instant, in which he advises the action taken at the Board meeting held on the 1st instant. I think that we should let this matter rest until the end of this year, when it should be brought up again for further consideration.

(SIGNED) CHARLES D. DENTON

encl.

364

St. Paul, Minn., May 11, 1928. A4

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

Referring to your letter of the 5th instant, in regard to membership in the N.P.B.A. for relief telephone operators:

I attach copy of Mr. Smith's letter to me of the 10th instant, in which he asks whether or not the operators employed are the same each month. I take it from his letter that he may be willing to consider giving membership to these operators if they are regularly employed for certain periods each month, but that if the personnel is different each month he does not feel that the by-laws of the N.P.B.A. will permit of their membership.

Mr. Smith is, of course, right about the by-law requirements, but I am sure we can make a pretty good case if the same operator is employed for temporary periods month after month. Will you give me the facts with respect to this question.

(Signed) J. H. POORE

365

St. Paul, Minn., May 11, 1938. A4

Mr. D. F. Lyons,
General Counsel.

In running through the minutes of the meeting of the Directors of the Northern Pacific Terminal Company, held on May 1, I note that it has been decided to arbitrate the dispute with the Great Northern with respect to taxes on Guild's Lake terminal property, on which question you rendered an opinion some time ago.

(Signed) J. H. POORE

364
May 11, 1928. A4

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of the 8th instant, in which you ask information with respect to the annual consumption of weed-killing agents on our line. It will be brought to his attention at the earliest possible moment, and in the meantime we are arranging to secure from our Operating Department the information which you request.

Yours very truly,

(Signed) E. O. JOHNSON

Mr. F. R. Raiff, Vice President,
American Smelting & Refining Co.,
120 Broadway, New York, N. Y.

367

St. Paul, Minn., May 11, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of Mr. Raiff's letter of the 8th instant, with respect to our annual consumption of weed-killing agents. Will you please let me have promptly the necessary information to enable me to make reply to Mr. Raiff's letter.

(Signed) CHARLES DONNELLY

encl.

368

St. Paul, Minn., May 11, 1928. A4

My dear Mr. Winders:

Please refer to your letter of March 24, in regard to contract with the Milwaukee Company covering use of certain tracks on Harbor Island, Seattle, and advise me the present status of this matter.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. C. H. Winders,
Western Counsel,
Seattle, Washington.

369
May 11, 1928. A4

Gentlemen:

Our people have been solicited to take space in a special edition of the St. Paul Legal Ledger, to be published on May 21. The special edition is the St. Paul Booster Edition featuring St. Paul industries and carrying a full page ad of the St. Paul Association of Business and Public Affairs. It is expected that it will have a distribution of 7500, including every business house in St. Paul, and on that account our Advertising Department feels that we might be justified in running one of our regular ads at a cost of \$20.00.

Advertising in this edition would be of the character which we are all agreed should not be undertaken, and I will instruct our people that we cannot take space if similar instructions will be given to your people if they are solicited.

Yours truly,

(Signed) R. O. JOHNSON

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

Mr. C. Jensch, Comptroller,
C. St. P. & O. Railway Co.,
St. Paul, Minn.

Mr. C. W. Webster, Vice President,
N. St. P. & S. Ste. M. Railway Co.,
Winneapolis, Minn.

Mr. J. H. Foster, Special Representative,
C. M. St. P. & P. Railroad Co.,
Winneapolis, Minn.

370
May 11, 1928.

K5

Dear Sir:

Referring to my letter of May 9 advising that we had prepared voucher in the amount of \$1,700 covering membership dues for the year ending May 31, 1929:

I am enclosing corrected list of Northern Pacific representatives to whom it is desired that publications issued by the United States Chamber of Commerce be sent, and which I shall be glad if you will substitute for the list now in use.

Yours very truly,

(Signed) CHARLES DONNELLY.

encl.

Mr. D. A. Skinner, Secretary,
Chamber of Commerce of the United States,
Washington, D. C.

371

May 11, 1928.

Dear Mr. Budd:

If entirely convenient will you arrange to move Northern Pacific business car No. 11, occupied by Mr. R. W. Clark, General Traffic Manager, on your train No. 29 due to leave St. Paul at 10:00 p.m., Sunday, May 13, for Grand Forks. Car should be delivered to the Northern Pacific at Grand Forks at convenience of your line, but not later than 11:00 a.m., Monday, May 14.

Yours very truly,

(Signed) B. O. JOHNSON.

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

cc-Mr. F. E. Williamson

Will you arrange for delivery of car to Great Northern at St. Paul Union Depot, Sunday PM, thirteenth instant. Then arrange to have train No. 14 pick up car at Grand Forks at 12:15 p.m., Monday, fourteenth instant, for St. Paul.

(Signed) B. O. JOHNSON.

cc-Mr. R. W. Clark

This as per our talk this morning.

(Signed) B. O. JOHNSON

372
St. Paul, Minn., May 11, 1928.
K2

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

Returning Mr. Goodhue's memorandum to Mr. Woodworth of the eighth telling about establishment of regular airplane service between Portland and Yakima.

While this is not direct competition with our service, still it is the first active competition which we have encountered. Would it be possible to keep a check on operations of this airplane service so as to give us a line on how it affects us?

encl.

373

St. Paul, Minn., May 11, 1928.
K2

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

Can you give us something on the earnings of the educational special from Hinekley to St. Paul on April 20, and also on the Little Falls to Minneapolis educational special of April 27?

(Signed) E. O. JOHNSON

374

St. Paul, Minn., May 11, 1928.
K2

Dear Mr. Coman:

Your proposal that we defer collection of the \$400 rental due us by the Puget Sound Vegetable Growers Association, Lease No. 43401, until September 1, is approved.

Mr. Sweney is receiving copy of this letter.

Yours very truly,

(Signed) E. O. JOHNSON

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

cc-Mr. F. W. Sweney

375
St. Paul, Minn., May 11, 1928.
K2

Personal

Dear Tom:

Thank you for your letter of the ninth. I am glad to see you will do what you can to take care of young Muri. I know Dan, Sr., so intimately that I would much appreciate you keeping me informed on happenings in case I should see him.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. T. F. Lowry,
General Superintendent,
Livingston, Montana.

376
St. Paul, Minn., May 11, 1928.
K5

Mr. F. E. Williamson,
Vice President.

Referring to our previous exchange of correspondence and your letter of May 10 about replacing present oil lamps in the interlocking tower at Colorado Street and the semaphores at Spokane Avenue, Seattle, with electric lights, at an estimated cost of \$498:

Inasmuch as it has since been determined that under the agreement this expense must be borne entirely by the Northern Pacific, I approve your recommendation that the expenditure be made on that basis.

(Signed) CHARLES DONNELLY
P

cc-Mr. F. W. Sweeney

377

St. Paul, Minn., May 11, 1928.
E-8

Dear Sir:

Mr. Melaney's booking chart shows that he is scheduled to be in Portland all day on June 17 and that among his engagements he will sing over KGW station; doubtless you have made additional engagements for him that day. I am enclosing some material which may be valuable to you in announcing his forthcoming appearance.

Yours truly,

Encls

(Signed) F. W. DeGUIRE

Mr. A. D. Charlton,
General Passenger Agt.,
Portland, Ore.

378
May 11, 1928.

B-8

Dear Sir:

I have your letter of May 8 with information about the celebration which is to take place at Circle on Saturday, June 2. It is a pretentious program, and I thank you for sending it to me.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. A. C. White, Secy.,
Chamber of Commerce,
Circle, Mont.

379

St. Paul, Minn., May 11, 1928.
E-8

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

The attached stencil:

Please have run 250 copies and send to
this office.

(Signed) F. W. DeGUIRE

Enclo

380
May 11, 1928.
E-8

Dear Mr. Prosser:

I have your letter of May 8 and believe you have done a very good job in obtaining publicity in connection with the departure of the North Coast Limited on the 68-hour schedule last Sunday. I would be much interested in receiving clippings and seeing the movie.

Please let me have the clippings as soon as they are available. The only one I have seen was that in the Post-Intelligencer carrying a North Coast Limited lead but a Great Northern picture. The failure of the photographer to report on time in that instance, of course, is to be regretted.

I will write you again after receiving the clippings.

With kindest personal regards,

Very truly yours,

(Signed) R. W. Benson

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

361
St. Paul, Minn., May 11, 1928.
E-8

Dear Sir:

Mr. Howard Melaney, who is singing regularly at station WKEN, Buffalo, on Tuesday evening, as you know, will make a Pacific coast tour and will not be available at Buffalo on June 5, 12, and 19, but will be able to fill the engagement regularly again beginning June 26.

This will confirm the understanding you have with Mr. Melaney.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. C. W. Beardsell,
644 Ellicott Square,
Buffalo, N.Y.

P.S. At Mr. Melaney's request I am sending you two of his photographs recently made with a brief news article regarding his present engagements.

382
May 11, 1928.
E-8

Dear Mr. Greenberger:

At the request of Mr. Howard Melaney,
I am mailing you herewith two of his photographs
recently made and material regarding Mr. Melaney
which we have prepared.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. Leonard Greenberger,
64 E. Jackson Boulevard,
Chicago, Ill.

383
St. Paul, Minn., May 11, 1928.
E-8

Dear Sir:

We are eager to have information regarding further engagements you have made for Mr. Howard Melaney, the Singing Fireman of the Northern Pacific, who is to be in San Francisco June 13, 14, and 15. As you know, the specific hours to be given to the Brotherhood of Locomotive Firemen & Enginemen are from 9 to 12 AM on June 13, and 2 to 5 PM on June 14. He, therefore, will have available time to give to other engagements.

Will you please advise me.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. J. P. Roddy,
633 Monadnock Bldg.,
San Francisco, Cal.

384

St. Paul, Minn., May 11, 1928.
E-8

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

As you no doubt know, Mr. Melaney is arranging for a singing engagement before the Brotherhood of Locomotive Firemen & Enginemen at San Francisco, June 13, 14 and 15, and we are arranging for radio and other engagements en route. For that reason he will not be available for the regular Friday night WCCO programs on June 8 and 15 but will return in time for the program of June 22.

(Signed) F. W. DeGeorge

385
St. Paul, Minn., May 11, 1928.
E-8

Dear Sir:

Mr. Howard Melaney, who is singing regularly at station WTMJ, Milwaukee, on Thursday evening, as you know, will make a Pacific coast tour and will not be available at Milwaukee on June 7, 14, and 21, but will be able to fill the engagement regularly again beginning June 28.

This will confirm the understanding you have with Mr. Melaney.

Yours truly,

(Signed) E. W. DeGUIRE

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

386

St. Paul, Minn., May 11, 1928.
E-8

Dear Sir:

Mr. Howard Melaney, who is singing regularly at station WHK, Cleveland, on Wednesday evening, as you know, will make a Pacific coast tour and will not be available at Cleveland on June 6, 13, and 20, but will be able to fill the engagement regularly again beginning June 27.

This will confirm the understanding you have with Mr. Melaney.

Yours truly,

(Signed) F. W. DeGURE

Mr. Willard Adamson,
806 Hippodrome Building,
Cleveland, O.

387
St. Paul, Minn., May 11, 1928.
E-8

Dear Sir:

Mr. Goodsill wrote you May 4 regarding the possible visit of Mr. Melaney to Spokane on June 20. Unless you have made definite arrangements for engagements on that date the schedule now is so arranged that it will be necessary to postpone his visit until a later date. Please advise me.

Yours truly,

Mr. W. W. Berry,
General Agt.,
Spokane, Wash.

388
St. Paul, Minn., May 11, 1928.

E-8

Dear Sir:

Mr. Howard Melaney, Singing Fireman of the Northern Pacific, will sing at the convention of the Brotherhood of Locomotive Firemen & Enginemen at San Francisco on June 13, 14, and 15. On June 17 he will be at Portland. Arrangements could be made to have him at Seattle June 18 and 19 if satisfactory engagements could be made for appearances there. It occurred to me that since the Kiwanis International will be in session it might be good advertising to arrange to have him sing a few numbers there. Please advise me if you think it would be desirable to have Mr. Melaney in Seattle on June 18 and 19.

Yours truly,

(Signed) F. W. DeGUIRE

Mr. R. J. Tozer,
Asst. Gen. Pass. Agt.,
Seattle, Wash.

389

St. Paul, Minn., May 11, 1928.
E-8

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

The attached letter from Mr. Bowry:
Would it be possible to let me have
such figures as Mr. Flint suggests?

(Signed) F. W. DeGUIRE

Enelo

390

May 11, 1928.

Dear Mr. Malin:

I just have talked with Mr. Howard Melaney, the Singing Fireman of the Northern Pacific. As you know, he plans a tour leading up to the annual convention of the Brotherhood of Locomotive Firemen & Engineers at San Francisco June 13, 14, and 15. His bookings show that he will appear in the regular program at your station on Monday evening, June 4, and that he will not sing for you on the nights of June 11 and 18 but will be available again on June 25. He has told me that he discussed with you the subject of co-operation in making dates on his way to the coast after June 4, and until his first appearance at San Francisco on June 13. You, he said, planned to write station directors at St. Louis, Des Moines, Denver, Los Angeles and other cities explaining that he is an outstanding WLS artist and that he would be available during the week of June 4 and early in the week of June 10, and that he is to be introduced where booked as "The Northern Pacific Singing Fireman"; that these dates could be made through my office.

We appreciate your co-operation in this matter. Please let me know what has been done along these lines.

Yours very truly,

Mr. Don Malin, Director,
WLS Radio Station, Sears-Roebuck Co.,
Sherman Hotel, Chicago, Ill.

(Signed) F. W. DeGUIRE

391
May 11, 1938.
S-6

Dear Sir:

Referring to your joint letter of May 7,
enclosing SP&S AFE 5000 for installing culvert near
Towal, Washington, at an estimated cost of \$410:

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

Very truly yours,

(signed) *W. F. Turner*

Encl.

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

cc--

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

392
May 11, 1928.

8-6

My dear Mr. Elliott:

I enclose herewith thirty copies of
accounting department statement No. 14-A, estimated
income account for the year 1928, and thirty copies
of statement No. 14-B, estimated results for the four
months ended April 30, 1928.

Very truly yours,

(Signed) CHARLES DORNELLY *CD*

Encl.

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

393

St. Paul, Minn., May 11, 1928.
S-6

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

I have your letter of May 10 referring to my letter of March 15, authorizing Mr. Woodworth to execute renewal lease covering quarters occupied by District Freight & Passenger Agent at Billings for a period of two years from June 1, and, in view of Mr. Woodworth's absence, this letter when filed with the Assistant Secretary will be your authority to execute the lease on behalf of the Railway Company.

(Signed) CHARLES DONNELLY p

CC--

Mr. R. H. Relf,
Assistant Secretary.

394

St. Paul, Minn., May 11, 1928. K5

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

Referring to your letter of May 11 about Lease No. 29345 to the Spokane Dry Goods Company at Spokane under which our liability for the lessee's buildings in case we exercise the right of cancellation is limited to \$10,000:

I approve your recommendation that we increase the limit of our liability to \$150,000, which is 75% of the valuation of the building as agreed upon between a representative of our Engineering Department and Mr. Paine of the Spokane Dry Goods Company.

(Signed) CHARLES DONNELLY.
P

395

Paid

930 am

St Paul Minn May 11 1938

Charles Donnelly
c/o New Willard Hotel
Washington D C

Will arrange flowers for Judge Sanborn's funeral as
requested D-14

B O Johnson

Charge: Nor Pac Ry Co
Executive Dept

348
May 12, 1928.

K2

Dear Mr. Quale:

Your letter of the tenth about availability for purchase of certain lots in the Como district adjoining our property.

I have talked this over with our Right of Way and Operating people and no one can see wherein any of this property would be of any particular use to us. This being the case, we would not be interested in purchasing regardless of the price.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. O. C. Quale,
Care Right of Way Department,
Great Northern Railway Company,
St. Paul, Minnesota.

397

S t. Paul, Minn., May 12, 1928.K2

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

Referring to Mr. Donnelly's memorandum to you of April 20 about routing on United Fruit Company bananas between Portland and Spokane:

Some three weeks have elapsed since Mr. Donnelly wrote you this memorandum, and, as you know, Mr. Donnelly is still in Washington and may be there a couple of weeks yet. The thought occurred to me that if there have been any developments he would like to be informed. Will you advise please?

(Signed) B. O. JOHNSON.

398
May 12, 1928. A4

Dear Mr. Scandrett:

Replying to your letter of the 8th instant,
in regard to contribution to the Pacific International
Livestock Exposition to be held in November this year:

We did receive a request from Mr. Ruby to
contribute \$500. In the past few years, however, the
Northern Pacific and Great Northern have handled this
matter by permitting the B.P. & N. to make a contribution
of \$1,000 to be considered for the joint account of
itself and its parent lines. We are authorizing Mr.
Turner to make similar arrangements this year.

Yours very truly,

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

cc-Mr. Ralph Budd

399
May 12, 1928. A4

Dear Mr. Ruby:

I have your letter of the 30th ultimo, in which you suggest that the Northern Pacific take space in the Pacific International Livestock Exposition to be held in Portland November 3 to November 10, 1928.

In the past year or so the Spokane, Portland & Seattle Railway has taken space in this Exposition at a cost of \$1,000. The S.P. & S., as you know, is jointly owned by the Northern Pacific and the Great Northern and the space which has been taken by that company in the past has been for the joint account of the S.P. & S., Great Northern and Northern Pacific. I am willing to approve for the Northern Pacific a similar arrangement for this year, but I do not feel that the Northern Pacific should take for its individual account space to cost \$500.00. Mr. Turner will be instructed to arrange with your people for the taking of space at a cost of \$1,000.

Yours very truly,

Mr. A. C. Ruby, President,
Pacific International Livestock Exposition, Inc.,
210-211 American Bank Building,
Portland, Oregon.

cc-Mr. Ralph Budd

Mr. R. W. Clark

400

St. Paul, Minn., May 12, 1928. A4

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

Dear Sir:-

Mr. A. C. Ruby, President of the Pacific International Livestock Exposition, has written us suggesting that we take space in the Pacific International Livestock Exposition at a cost of \$500 for each line. He has been advised that we are willing to approve an arrangement similar to that made last year, under which the S.P. & S. will take \$1,000 worth of space for the joint account of the three lines and that you will make arrangements with his people for the taking of space and the payment therefor.

It is understood that you will arrange to bill on the Northern Pacific and the Great Northern for two-thirds of this contribution.

Yours very truly,

GREAT NORTHERN RAILWAY COMPANY,

By Wm. Ralph Budd
President

NORTHERN PACIFIC RAILWAY COMPANY,

By (signed) CHARLES DENTON
President

401
May 12, 1928. A5

Dear Mr. Martin:

I enclose bill which has been received from the Northern States Power Company covering a balance due of \$1.83 for services rendered on your account. You can either forward this direct or send it to me and I will arrange for payment.

I received your letter some days ago and we are all glad to know that everything is going along all right with you.

Very truly yours,

(Signed) A. M. GOFFCHALL

Mr. Wm. S. J. Martin,
c/o C. A. Clark,
1322 Stonewall Street,
Brunswick, Georgia.

402

Paid

11.30 AM

St Paul Minn May 12 1928

C R Gray President
Union Pacific System
Omaha Neb

Your wire ninth about Pacific International Livestock exposition for several years past S P & S has contributed one thousand dollars for joint account of itself and Great Northern and Northern Pacific I am willing to authorize similar contribution this year and am so advising exposition people.

Charles Donnelly

Charge Nor Pac Ry Co
Exec Dept
cc-Mr. Ralph Budd

403

St. Paul, Minn., May 12, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of the minutes of meeting of Board of Directors of the Northern Pacific Terminal Company of Oregon, held on May 1, and call your attention to the action reported on page 2 with respect to a proposed agreement with the Great Northern covering the handling of that company's passenger equipment at Guild's Lake Yard.

I am also in receipt of a letter from Mr. Coman in which he advises that both he and Mr. Brown recommend ratification of the agreement.

Will you please let me know what your views are with respect to the agreement.

(Signed) CHARLES DOWNELL

encl.

404
May 12, 1928. A4

My dear Mr. Dunn:

I have your letter of April 27, in regard to the reprint which has been made of your recent editorial entitled, "A Catechism on Railroad Valuation".

I would like to distribute in our territory five thousand copies of the reprint of this editorial, and if it is to be reprinted, either for the account of the Western Railways Committee on Public Relations, or on account of requests which you may receive because of your letter of the 27th ultimo, I shall be glad if you will furnish me five thousand copies for use in our territory.

Yours very truly,

CHARLES DONNICK

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

405

St. Paul, Minn., May 12, 1928.
S-3

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

Herewith copy of a letter dated May 8 from The Journal of Commerce, New York, about a Transportation and Terminal edition of that paper to be published on June 15. Apparently a similar letter has been addressed to other roads, as Mr. Martin, of the Great Northern, has received one and is inquiring of the contributions committee about it. It is his view that this being a form of special advertising in a special edition, the policy of the committee would be against taking any space. I agree with this view, but before definitely advising Mr. Martin and before answering the letter from The Journal of Commerce to that effect, I would like to have your views from a traffic department standpoint.

J. O. JOHNSON.

Encl.

406

May 12, 1928.

S-3

Gentlemen:

Our advertising department is in receipt of a request from the Superior Labor Journal, a weekly publication, for some advertising copy. So far as we know this publication stands well with labor people, principally in Superior, and the publisher is well thought of by the labor people there. So far as we know the policy of the paper has not been belligerent towards the railroads and from time to time has printed news articles submitted by them. As an advertising medium the publication is probably of no value to railroads, but for policy reasons I am inclined to think that it might be desirable for the Northern Pacific to favor it with a small amount of copy. Have you had a similar request and what are your views about it?

Very truly yours,

(Signed) B. JOHNSON.

- Mr. G. R. Martin, Vice President,
Great Northern Ry Co., St. Paul, Minn. ✓
- Mr. G. W. Webster, Vice President,
MSTPASH Ry Co., Minneapolis, Minn. ✓
- Mr. Charles Jensch, Comptroller,
CSTPMAC Ry Co., St. Paul, Minn. ✓
- Mr. J. H. Foster, Special Representative,
CHSTPAP Railroad Co., Minneapolis, Minn. ✓

11 am

Saint Paul May 12 1928

W E Coman
Seattle

Have letter from Taylor Manager Public Relations Section ARA at Washington stating Arnett has advised him that at suggestion of some members of Contact Committee Pacific Northwest Advisory Board it is proposed to reorganize Committee to be composed of general managers of lines serving that territory Stop The reason given for proposed change is / Quote It is thought best to have operating officers on the committee who would be in a position to speak for the lines when service matters or matters of operating policy are under consideration End Quote Do you know about this proposed change and what are your views D-15

Charles Donnelly

408
St. Paul, Minn., May 12, 1928.
S-S

Mr. J. G. Woodworth,
Vice President.

In connection with the question of rates on wheat and other grains in the United States and Canada, I attach for your information copy of a letter dated May 9 sent by Mr. Robinson, of the Union Pacific, to Mr. Powell, Chairman of the Advisory Committee on Traffic, Association of Railway Executives, in answer to Mr. Powell's letter of March 20, which you have seen and on which you wrote Mr. Powell March 28.

(Signed) CHARLES DONNELLY *CD*

Encl.

409
May 12, 1928.
S-6

My dear Mr. Elliott:

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

Very truly yours,

(Signed) CHARLES DONNELLY.

27

Encl.

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

410
At Washington, D. C.,
May 12, 1928. D

Gentlemen:

I appreciate the invitation to attend the National Safety Council dinner at the Chicago Athletic Association on May 21, and regret that my engagements are such as to prevent my acceptance of it.

Very truly yours,

(Signed) CHARLES DONNELLY

National Safety Council,
Chicago, Illinois.

411
At Washington, D. C.,
May 12, 1928.

DL

Dear Madam:

Your letter of the eighth instant asking to be employed as chaperon to the Northern Pacific Sextette has been forwarded to me here, and I am forwarding it to Mr. Willis in St. Paul who will be able to advise you whether such a position can be made available for you.

Very truly yours,

(Signed: CHARLES DONNELLY.

Miss Anne C. O'Connor,
1754 Marshall Avenue,
St. Paul, Minnesota.

412
St. Paul, Minn., May 12, 1928.

2-3

Mr. J. C. Simonton:

Our telephone conversation today:

I am attaching letter from Mr. Crawford,
Vancouver, to Mr. Lacy and Mr. Lacy's reply which
was referred to me.

(Signed) F. W. DeGUIRE

Enclo

413
May 12, 1928.

K8

Dear Mr. Browne:

I am handing you herewith for your forthcoming special Redwater Valley edition statements by Mr. Charles Donnelly, President, Northern Pacific Railway, and Mr. J. M. Hughes, Land Commissioner.

We are now preparing a layout and story regarding the opening of the new branch line on June 2. This we propose to place in the hands of newspapers in the week of May 20, and will forward mats and story to you as soon as possible.

Yours very truly,

(Signed) F. W. DeGUIRE

encl.

Mr. W. H. Browne, Editor,
Billings Gazette,
Billings, Montana.

414
At Washington, D. C.,
May 12, 1928. DI

Dear Mr. Walker:

Your letter of May 8 has been forwarded to me here.

I do not know that it will be possible for us to do anything for you, but I assure you that I will look carefully into the whole question on my return to St. Paul and will write you further.

I hope to get back to St. Paul within the next week or ten days.

Very truly yours,

Wm. G. Walker
Wm. G. Walker

Mr. G. B. Walker,
1053 Linwood Place,
St. Paul, Minnesota.

415
May 12, 1928.

My dear Mr. Elliott:-

I enclose the following papers for the purpose of securing release of the mortgages on the easterly 134 feet of Lot 2 in Block 193, Seattle Tide Lands, sold to Turner & Pease Company under contract in 1908:

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

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

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

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

Yours very truly,

(Signed) CHARLES DOWELL

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

414
May 12, 1928.

My dear Mr. Elliott:-

I enclose the following papers for the purpose of securing release of the mortgages on Lot 41, Plat "A", Tacoma Tide Lands, sold to G. C. Dupea, which sale was approved at the meeting of the Executive Committee March 5, 1919.

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

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

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

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

Yours very truly,

(Signed) CHARLES DOWDALL

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

417

May 12, 1928.

K2

My dear Mr. Elliott:

Answering your letter of May 5 about gross ton miles per train hour figures for the Midland Railway of Manitoba for March as shown on form Accounting Department No. 15.

The apparent creditable showing in this unit for March is explained by accounting principles governing the operation of this railway. Gross ton miles between Pembina and Winnipeg increased 18.97% because of a nice increase in coal, automobile and agricultural implement movement from the boundary to Winnipeg. Train service between these points is arbitrary, and schedules are made with regularity, therefore, unit of gross ton miles per train hour should reflect an increase of approximately 19% in place of 56% as shown on report. The reason for spread between 19% and 56% is brought about by the following condition:

The Great Northern and ourselves each have one assigned engine to handle this movement. The mileage of these engines is equalized over a period of several months to eliminate accounting detail such as engine rental, interest on investment and repairs. It is impractical to equalize mileage every month and as a result in some months the Northern Pacific engine makes more mileage than does the Great Northern and vice versa. In March the Northern Pacific engine made substantially less mileage than did the Great Northern. The fact that Northern Pacific engine made less mileage in March than did the Great Northern engine builds up performance in gross ton miles per train hour for this month. The process of equalization will mean the reverse in April.

Computation of train mileage as outlined above produces inequalities but so would other methods which have been considered. Existing method is retained to conform with the mileage as reported to the Interstate Commerce Commission, and so as to be in line with agreement with the Great Northern as to method of reporting.

Yours very truly,

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

(Signed) CHARLES DONNELLY.

418
St. Paul, Minn., May 12, 1928. A5

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

Referring to your letter of May 11, about re-
valuation of lease No. 40144 to Lars Christianson, cover-
ing site on our right of way at Fargo:

Your recommendation that the rental for the
five year term beginning June 1, 1928, be fixed at
\$1300 per annum is approved.

Signed CHARLES DONNELLY

419

St. Paul, Minn., May 12, 1928. A5

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

Referring to your letter of May 11, submitting proposed lease to the Holland Furnace Company for a term of one year covering space in our freight house at Tacoma at a rental of \$25.00 per month:

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

(Signed) CHARLES DONNELLY

encl.

420
May 12, 1928. A5

Dear Sir:-

In Mr. Donnelly's absence, I acknowledge receipt of your letter of May 10, enclosing proof sheets of articles and charts that have been accepted by the Minnesota Editorial Association and which have been sent to all newspapers in the state.

Your letter and the enclosures will be brought to Mr. Donnelly's attention upon his return to the office.

Yours very truly,

(signed) B. O. JOHNSON

Mr. Fred D. Vibert,
Executive Director,
Minnesota Arrowhead Ass'n.,
315 West Superior Street,
Duluth, Minn.

421
St Paul Minn., May 13 1928.

E D Bronner Vice President
Michigan Central Railroad
Detroit Michigan

If entirely consistent will you kindly arrange to move Northern Pacific business car number eleven occupied by R W Clark General Traffic Manager and party Chicago to Kalamazoo on your train number forty two leaving Chicago five ten P M Wednesday May sixteenth. Car will be delivered to you at Chicago by the Chicago & Northwestern. Kindly place with conductor necessary car and party transportation. Will advise you later of return movement.

Charles Donnelly

Charge Executive Dept.
Northern Pacific Ry

x

422/
Frank 602

Washington, D. C., May 13, 1928.

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

Will attend valuation meeting in New York Tuesday.

No developments of importance here but I think it safe for me to go home from New York Tuesday or Wednesday leaving Kerr and Mason here. I feel quite confident that no bill will be adopted at this session. Will discuss annual report with you in New York.

Charles Donnelly

423

St. Paul, Minn., May 13, 1928

F W Sargent President
Chicago & Northwestern Ry
Chicago Illinois

If entirely consistent will you kindly arrange to move Northern Pacific business car number eleven occupied by R W Clark General Traffic Manager and party Saint Paul to Chicago on your train number five ten leaving Saint Paul eleven thirty P M Tuesday May fifteenth car to be delivered to Michigan Central at Chicago. Kindly place necessary car and party transportation with conductor.

Charles Donnelly

Charge Executive Dept.
Northern Pacific Ry.

424
May 14, 1928.
E-8

Dear Sir:

I am handing you herewith for your forthcoming special Redwater Valley edition a statement by H. E. Stevens, Chief Engineer, Northern Pacific Railway Company, regarding the Redwater Valley. This I hope you will find suitable for use.

As soon as we have available the layout and story regarding the new branch line it will be forwarded to you.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. W. H. Browne,
Editor, Billings Gazette,
Billings, Montana.

425
May 14, 1928.
E-8

Dear Mr. Biggar:

I thank you for sending me the radio section of the Kansas City Post carrying two stories on Howard Melaney.

I trust that Mr. Melaney's appearance Saturday night, met with your fullest expectation. I have not seen Mr. Melaney since his appearance in Kansas City but will go over it with him later in the week.

If at any time I can be of further assistance to you please do not hesitate to call upon me.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Geo. C. Biggar,
Radio Director,
Sears, Roebuck & Co.,
Department 144A,
Kansas City, Mo.

456

St. Paul, Minn., May 14, 1928.

K2

Mr. F. E. Williamson,
Vice President.

Recalling our talk about fire hazards involved in intermediate coal docks of timber construction:

I happened to see Mr. Osborne and discussed with him the Koldok fire which did not throw any particular light on the matter, but, without my asking him for it, he sends me a memorandum dated the eleventh on the general subject of coal dock fires which is interesting. In this letter he refers to a statement which he prepared for Mr. Yager in August, 1917, the only interesting feature of which is tabulation of total coal dock fire losses for ten years preceding August, 1917, which I extracted as follows:

	1	2	3	4	5	6
Billings	\$5901	18	4445	40005	\$4000	\$9901
Livingston	6742	4	10004	40016	4000	10742
Dickinson	4047	3	5305	15915	1591	5638
Cheney	2881		Not rebuilt			2881
Benz	11255	5	Used old dock			11255
			Miles City			
Garrison	9994	6	2719	16314	1631	11625
Ellensburg	3097	10	2070	20700	2070	5167
Whitehall	5800	5	1361	6805	1701	7501
Townsend	1000	1	2126	2126	531	1531
	\$50717				\$15524	\$66241

- Column 1. Property loss.
 2. Months dock out of commission.
 3. Tons handled per month.
 4. Tons handled while dock out of commission.
 5. Excess cost of handling.
 6. Total of property loss and increased cost of handling coal.

According to Mr. Osborne's letter, we have not had a terminal coal dock fire in nearly eleven years. We had, however,

426
Mr. Williamson (2)

four such fires in the ten years preceding August, 1917, which can be largely explained by the fact that prior to 1917 our fire protection at terminals was not nearly as highly developed as it has been since that time.

Record, therefore, would appear to indicate that there is hardly any justification for steel concrete dock construction at terminals where we have fire protection, and considering the number of intermediate docks we have, our experience, going back twenty-one years, does not indicate, as I view the situation, much justification for any considerable expenditure for steel concrete docks at intermediate stations in place of timber design.

(Signed) B. O. JOHNSON.

427
St. Paul, Minn., May 14, 1928.
E-8

Dear Sir:

I thank you for sending me the copy of the Montana Trade Journal which contains a good article on the proposed railroad consolidation. I agree with you that it is very readable. We are glad to have it for our files.

Yours truly,

(Signed) F. W. DeGUIRE

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

428
St. Paul, Minn., May 14, 1928.
E-8

Dear Sir:

Thank you for sending me the tear sheet from the Butte Post of May 8 which contained a splendid illustrated story about the beginning of the 68-hour North Coast Limited service. I was glad also to have read the letter you sent Mr. Howard Elliott, Chairman.

I wish you would say to Mr. Durstan for me that we are gratified over the use he made of the information we sent him. It is good to know we have such friends as Mr. Durstan.

Yours truly, (Signed) F. W. DeGUIRE

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

429
St. Paul, Minn., May 14, 1928.
E-8

Mr. John Haw,
Director, Agri. Dev. Dept.

The attached letter written by an editor
of Harpers to Mr. Hannaford:

Doubtless the information he wants is
available in your department. What would you suggest
sending him?

(Signed) F. W. D. [illegible]

Enclo

430
St. Paul, Minn., May 14, 1928.
E-8

Dear Sir:

We have prepared the attached article for distribution to on-line newspapers between Fargo and Ellensburg. The article, however, is not ready for release since we must have authorization from the Board for the expenditure which will probably be late in the week. We are sending you the copy for your information to be held in confidence until the time of its release.

Yours truly,

Enclo

(Signed) F. W. DeGURE

Mr. T. F. Lowry,
General Superintendent,
Livingston, Montana.

431
St. Paul, Minn., May 14, 1928.
E-8

Dear Sir:

Thank you for sending me the attached papers, which I am returning herewith. It is well in cases of this kind to have officers compliment a writer who handles a story such as that by Lorne Wilde. As you know, I wrote him soon after the article appeared.

For your information, Mr. Howard Elliott is Chairman of the Northern Pacific Railway, and not Chairman of the Board of Directors of the railroad.

Yours truly,

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

(Signed) F. W. DeQUIRE

432
May 14, 1928. A5

My dear Mr. Gay:

We had prepared a pamphlet containing a reprint from The Railroad Telegrapher Magazine, issue of March, 1928, of an article entitled, "The Northern Pacific Has Enviably Record". This pamphlet was distributed to all officers and employees and I am sending you a few copies in case you think it desirable to distribute to the people in the New York office.

Yours very truly,

encl.

Ed. F. W. DeGUIRE

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

433

May 14, 1928.A4

Dear Mr. Stevenson:

I have your letter of recent date, in regard to railroad advertising by means of motion pictures, and have referred your letter to Mr. J. G. Woodworth, Vice President in charge of Traffic, from whom you will doubtless hear direct in case he wishes any further information with respect to your proposition.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. E. F. Stevenson, President,
Visugraphic Pictures, Inc.,
247 Park Avenue, New York City.

cc-Mr. J. G. Woodworth.

(Signed) CHARLES DONNELLY

434

May 14, 1928.

Dear Sir:-

Referring to your letter of the 9th instant to Mr. Sweney, in regard to charges to additions and betterments on the Northern Pacific for the years 1925 and 1926:

I advised you on July 30, 1927, that we could not furnish this information, and our status in that respect has not changed since that letter was written.

Yours very truly,

CHARLES DONNELLY

Mr. F. H. Lee, Secretary,
Presidents' Conference Committee,
429 Commercial Trust Building,
Philadelphia, Pa.

cc-Mr. F. W. Sweney

CHARLES DONNELLY

435
St. Paul, Minn., May 14, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of Mr. Gemmell's letter to me of the 11th instant, in regard to use of "Q" engine in passenger service on the M. & I. and B.F. & I.F.

If you see no objection to placing the "Q" engine which is now being tried out on the M. & I. in the pool service, I will advise Mr. Gemmell accordingly, it being understood, of course, that the rental rate for the "Q" engine will be based on a rate of 1 mill per pound of tractive effort.

It will also be necessary to arrive at a price which should be charged to the M. & I. for one of the "P" engines now in the pool. A short time ago we quoted Mr. Gemmell a price of \$5,000 for Class P-1 engine No. 216, this office having made a reduction of \$500 from the price suggested in Mr. Zwright's letter to you of March 14. If Mr. Gemmell takes one of the "P" engines now in the pool service on his line, will you please advise what price you think we should name.

(Signed) B. O. JOHNSON.

encl.

436
St. Paul, Minn., May 14, 1928.A4

My dear Mr. Andersen:

I have your letter of the 9th instant in regard to coal shipped from Colstrip for use on the Redwater Branch.

I think you were correct in invoicing this coal to the Railway Company; and I think that no Colstrip coal should be sold to Foley Brothers or any one else for the time being. For such coal as they require in their construction work, Foley Brothers should make arrangements with the Railway Company.

Yours very truly,

(Signed) CHARLES DONNELLY
P

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

cc-Mr. H. E. Stevens.

(Signed) CHARLES DONNELLY
P

437
May 14, 1928. A4

Dear Mr. Budd:

Referring to Mr. Turner's letter of the 25th ultimo, in regard to contract covering track rearrangements on Line "C" between Willbridge and Portland:

The contract which he enclosed has been executed for the Northern Pacific and the three copies of the contract are handed you herewith. After they have been executed by the Great Northern, will you please return to me the copy marked, "N. P. copy" and forward to Mr. Turner the copy bearing the initials of B.P. & S. officers.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

cc-Mr. W. F. Turner.

Mr. R. H. Relf.

(Signed) CHARLES DONNELLY

438

St. Paul, Minn., May 14, 1928. A4

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

I am now in receipt of a letter from Mr. Haugh which indicates that he is in New York City and may be detained there for a couple of weeks. He indicates that upon his return to Omaha he will advise me when he can see me with respect to the treated tie matter.

(Signed) J. H. POORE

439

May 14, 1928. A4

Dear Sir:-

Your letter of the 10th instant, in regard to relinquishment of certain lands within the limits of the proposed Saddle Mountain State Park which the Northern Pacific claims title to under its land grant, has been received during Mr. Donnelly's absence from the city. He is expected to return the latter part of this week and your letter will then be brought to his attention.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. O. W. Taylor,
212 Railway Exchange Bldg.,
Portland, Oregon.

440
May 14, 1928. AS

My dear Mr. Elliott:

Referring to your letter of May 7, enclosing exchange of correspondence with Mr. E. J. Pearson, about mechanical practices and results:

These papers have been noted with interest by Mr. Williamson and myself, and I am returning them to you.

Yours very truly,

encl.

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

441
May 14, 1928. A5

My dear Mr. Gay:

I have your letter of May 11, and thank you for forwarding various statements relating to our stockholders, taken from the records at the close of the books on March 13, 1928.

Yours very truly,

(Signed) E. G. JOHNSON

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

442

May 14, 1928. A5

My dear Mr. Gay:

For the month of April, 1928, the pension roll showed total allowances of \$30,589.52, an increase of \$690.53. The average allowance was \$51.58, an increase of 30 cents. Fourteen names were added during the month and four stricken account death, the total number on the roll being 593.

The special roll for the month of April 1928 showed total allowances of \$3,278.73, an increase of \$86.28. The average allowance was \$52.04, an increase of \$1.37. One name was added during the month and one stricken account death, the total number on the roll being 63.

Yours very truly,

(Signed) E. O. JOHNSON

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

443

St. Paul, Minn., May 14, 1928. A4

Mr. F. E. Williamson,
Vice President.

Mr. J. G. Woodworth,
Vice President.

I sent you copy of my letter of the 6th instant to Mr. Coman, in regard to our acquiring the right to use certain Union Pacific tracks at Olympia. I now attach, for your information copy of his letter to me of the 11th instant.

(Signed) CHARLES DONNELLY

encl.

444
St. Paul, Minn., May 14, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your pencil memorandum on the attached letter, with respect to the adjustment of accounts covering Great Northern use of S.P. & S. yard at Portland:

I traced Mr. Kerr on May 3 as to the present status of the revised contract, and am today in receipt of his reply stating that the last information he has is that a meeting was held at Portland on March 20 at Mr. Davidson's request, but that the S.P. & S. people do not seem to be making much progress towards getting the matter closed up. Will you please let me know if any of our representatives attended this meeting, and if they did, May I have a copy of the report covering what transpired? If the delay is in no way attributable to the Northern Pacific people, I want to take the matter up with Mr. Turner and have it hurried.

(Signed) J. H. POORE

encl.

445

St. Paul, Minn., May 14, 1928. A4

Mr. C. C. Kyle,
Purchasing Agent.

Referring to your letter of March 13, with regard to prices received for scrap material on the West End:

I now attach Mr. Turner's letter to me of the 11th instant, with return of which please advise if you see any objection to his accepting Pacific Coast Steel Company's bid at the figure named.

RECEIVED CHIEF OF BUREAU

encl.

446
St. Paul, Minn., May 14, 1928.
K2

Mr. C. C. Kyle,
Purchasing Agent.

The Glenn Locomotive Company may be interested in some of the engines which you have on the "for sale" list, in which connection see file attached. Will you correspond with them direct?

(Signed) B. O. JOHNSON.

encl.

447
May 14, 1928. K2

Dear Sir:

Answering your letter of the eleventh.

I am asking our Purchasing Agent, Mr. Kyle, to give you the information about engines we have for sale which you requested in your letter.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. John S. Glenn, Sr.,
Superintendent,
Glenn Locomotive Company,
Indianapolis, Indiana.

cc-Mr. Kyle

448
May 14, 1928.

K2

Dear Mr. Anderson:

Thank you so much for the attention you gave my letter
to Mr. Foley. I trust that I can reciprocate some time.

Yours very truly,

(Signed) B. O. JOHNSON,

Mr. F. J. Anderson, Vice President,
Foley Brothers,
Gilfillan Block,
St. Paul, Minnesota.

449
May 14, 1928.
K2

Dear Mr. Brooks:

Thank you for your letter of the eleventh. I really
am glad to see your company and the Mudge Company merge.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. W. D. Brooks,
Fairmont Railway Motors, Inc.,
Fairmont, Minnesota.

450
May 14, 1928.
K2

Dear Carl:

Just a word so you will know I have not forgotten about your west-bound trip.

I am looking into situation at Seattle right now and will write you again shortly.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Carl Streiferd,
Braintree, Mass.

451
St. Paul, Minn., May 14, 1928.
K2

Mr. A. W. Thomson,
Superintendent, Dining Car Department.

Please note letter from Mr. Greenway attached.

I do not remember Greenway very well, and consequently am not in a position to tell you what kind of a man he is. What shall I say in reply?

(Signed) E. O. JOHNSON.

encl.

452
May 14, 1928.

K2

Dear Mr. Greenway:

I will talk to Mr. Thomson at the first opportunity I have about your wish to get a position in his department, your letter of May 12. After I have had such talk I will write you further.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. H. J. Greenway,
2513 $\frac{1}{2}$ Montana Avenue,
Billings, Montana.

453

St. Paul, Minn., May 14, 1928.

K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 11 about request from the Superintendent of the State Training School at Mandan for the construction of a spur track west of our freight house to facilitate the handling of coal and other material for this institution:

I approve the recommendation that this spur track be constructed at the entire expense of the Railway Company, estimated at \$1290.00, with the understanding that it be considered as a common user track. In due course, please submit the usual AFE to cover.

(Signed) CHARLES DONNELLY
p

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

454

St. Paul, Minn., May 14, 1928. K5

Mr. F. E. Williamson,
Vice President.

I enclose letter from Mr. W. F. Turner, dated Portland, Oregon, May 11, about proposed salary increases to the clerical forces of the SP&S Railway Company. Inasmuch as the clerical forces of that company adopted the agreement of the Northern Pacific Railway Company, I assume that there is no objection to placing in effect on that line the increases in rates of pay made to our employes, effective as of February 1, 1928. Please advise with return of Mr. Turner's letter.

(Signed) CHARLES DONNELLY p

encl.

455
May 14, 1928.

KS

Dear Sir:

Your letter of May 10, about the case of Mr. George T. Sweetnam, Telegraph Operator, has been received during Mr. Donnelly's absence from the city. Mr. Donnelly is expected to return to the office the latter part of this week when your letter will be brought to his attention.

Yours very truly,

(Signed) B. D. JOHNSON

Mr. J. M. Davis, President,
The Delaware, Lackawanna and Western RR. Co.,
90 West Street, New York City, New York.

454
St. Paul, Minn., May 14, 1928.
KB

Mr. F. W. Sweeney,
Comptroller.

Effective May 1, 1928, please remove from the officers payroll the name of J. C. Poore, Assistant General Passenger Agent, St. Paul.

(Signed) CHARLES DONNELLY.
W

457
St. Paul, Minn., May 14, 1928.
K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 11 about the service date
of H. J. McCall, Division Roadmaster, Dakota Division:

In view of the circumstances, I approve your recommendation
that Mr. McCall's service be considered as continuous from June 15,
1908.

(Signed) CHARLES DONNELLY

410pm

458

St Paul Minn May 14 1928

W N Bichler
Armstead

Approve motor car trip Armstead to Salmon Oregon Short
Line representatives. G6

Charles Donnelly

459

Paid

400pm

St Paul Minn May 14 1928

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

Construction second story on Fargo freight house to provide office space Division Superintendent is formally authorized in forty-seven thousand three hundred fifty-seven dollars Mr Williamson has looked situation over on ground and come to conclusion that be better build independent office building which will cost fifty-three thousand six hundred dollars but in such office building can take care of Claim Agent thus saving fifty dollars per month rent and can locate office Universal Car Loading Company at fifty dollars per month He requests informal authority commence construction otherwise afraid will run into bad weather Above rentals much more than cover interest additional investment and believe Mr Williamson's plan is one we should follow Do you approve.

B O Johnson

Charge NP RyCo
Executive Dept

466

Paid
435pm

St Paul Minn May 14 1928

H W Thornton President
Canadian National Railways
Montreal Quebec Canada

Pleased to arrange movement car Pacific occupied by
C W Johnston and party train four naught one Seattle to Portland May
twenty-second. G7

Charles Donnelly

Charge NPRyCo
Executive Dept

461
St. Paul, Minn., May 14, 1928.K5

Mr. F. E. Williamson,
Vice President.

Please arrange for the movement of Canadian National business car "Pacific", occupied by Mr. C. W. Johnston, Assistant General Passenger Traffic Manager, and party, on Train No. 401 Seattle to Portland, May 22, delivering car to the Southern Pacific at latter point.

(Signed) CHARLES DONNELLY.

462
May 14, 1928.

K5

Dear Mr. Gay:

Referring to your letter of May 11 about Montana Division A.F.E. ED No. 122, covering construction of new stock yards and additional trackage at Laurel, Montana:

I now attach the third copy of the A.F.E. which, through error, was not forwarded with Mr. Donnelly's letter of May 8.

Yours very truly,

(Signed) B. O. JOHNSON.
W

encl.

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

463
Paid

815am

St Paul Minn May 14 1928

Charles Donnelly
Care New Willard Hotel
Washington DC

Message about mail and plans received and understood Last
mail forwarded Saturday. G5

B O Johnson

Charge NPRyCo
Executive Dept

464

May 14, 1928. AS

Dear Mr. Aishton:

This will acknowledge receipt of your letter of May 11, advising that the expense of individual railroads in furnishing witnesses and officers to assist in the handling of the Mechanically Operated Firedoor Case before the Interstate Commerce Commission will be borne by the American Railway Association. We will, in due course, forward to Mr. Hawthorne bill covering the expenses incurred by our representative at this hearing.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. R. A. Aishton, President,
American Railway Association,
17th and H Streets, N. W.,
Washington, D. C.

465

St. Paul, Minn., May 14, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose copy of a letter received from Mr. R. H. Aishton, President, American Railway Association, about expenses incurred by our representative in connection with the Mechanically Operated Fire Door Case. Will you please submit to the Accounting Department a statement of Mr. B. P. Johnson's expenses while attending this meeting, in order that bill may be rendered against the American Railway Association.

Signed CHARLES HENRY

encl.

cc-Mr. F. W. Sweeney.

Signed CHARLES HENRY

9.00 A.

466

St Paul Minn May 14 1928

R W Clark
c/o Car 11
Grand Forks ND

Have not yet made memorandum about congealing vendue office
and will not do so until tomorrow. C-6

J H Poore

467
May 14, 1928.
S-8

My dear Mr. Elliott:

I am sending you under separate cover,
by express, status report of the Northern Pacific
Railway Company, uncompleted section, as of March 31,
1928.

Very truly yours,

(Signed) CHARLES DONNELLY *nr*

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

468
Paid

10 am

St Paul Minn May 14 1938

Charles Donnelly
c/o New Willard Hotel
Washington D C

My memorandum twelfth about Spokane Chamber of Commerce
Amount requested last year was twelve hundred dollars from
each road and not twelve thousand D-16

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

469
May 14, 1928.
9-6

Dear Mr. Dunn:

I thank you for your letter of May 4,
enclosing report of the work done in the office of
the Western Railways' Committee on Public Relations
during April 1928.

Very truly yours,

(Signed) CHARLES DONNELLY *rk*

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

470
St. Paul, Minn., May 14, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I enclose herewith bill from the Bureau of Explosives for five hundred copies of bulletin No. 79 which were delivered to Mr. McCauley. Will you please arrange for preparation of necessary voucher to cover?

(Signed) CHARLES DONNELLY *CD*

Encl.

471
May 14, 1928.

S-6

Dear Sir:

This will acknowledge receipt of your letter of May 10, enclosing memoranda relative to inspections of safety appliances on our equipment during the month of April 1928.

These memoranda have been referred to our mechanical department for necessary attention.

Very truly yours,

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

cc--

Mr. F. E. Williamson,
Vice President.
Encl.

472
May 14, 1928.

S-6

Dear Sir:

This will acknowledge receipt of your letter of May 10, enclosing memoranda relative to terminal test of air brakes in trains of this company during the month of April 1928.

These memoranda have been referred to our mechanical department for necessary attention.

Very truly yours,

(S-6) CHARLES J. COMPTON *AK*

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

cc--
Mr. F. E. Williamson,
Vice President.
Encl.

473
St. Paul, Minn., May 14, 1928.
S-3

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

I have received your letter of May 12 with report summarizing, for the year 1927, work performed in the office equipment repair shops at Saint Paul and Seattle, showing an estimated net saving of \$6720.91 over what the same work would have cost the company had it been handled at outside shops. The showing is a creditable one and I congratulate you. The reduction in the cost per machine for repairs from \$3.11 at Saint Paul in 1926 to \$2.00, and from \$3.68 at Seattle in 1926 to \$2.76 shows effective work.

I shall be interested in seeing the statement of new machines purchased over a series of years, when it has been prepared.

(Signed) E. M. WILLIS

474
May 14, 1928.

8-3

Dear Sir:

Thank you for your letter of May 11 and for the page from the Nashville Globe of the same date, containing an advertisement recommending that those who expect to attend the Sunday School Congress in Louisville, June 6 to 11, travel by railroads.

I recall similar action on your part a year ago, and have been interested in seeing what you are doing this year.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Reverend Henry A. Boyd,
Secretary, Sunday School Congress,
Nashville, Tennessee.

475
May 14, 1928.

9-8

My dear Mr. Elliott:

Coal shipments for the week ending May 12 were as follows:

	<u>Roslyn</u>	<u>Red Lodge</u>	<u>Colstrip</u>
May 6	-	-	3439
7	3140	2055	3786
8	4534	-	3686
9	4746	1692	2416
10	2808	-	3214
11	1937	-	3992
12	<u>672</u>	<u>679</u>	<u>3755</u>
Total	- 17837	4426	24288

The total shipments from all mines was 46,551 tons, an average of 6,650 per calendar day.

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

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

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

476
May 14, 1928.
S-6

Dear Sir:

Referring to your joint letter of May 8,
enclosing SP&S AFE 5019 for relaying between Pasco and
Spokane, at an estimated cost of \$350,384:

This expenditure has the approval of the par-
ent companies, and signed copy of the AFE is enclosed.

Very truly yours,

(Signed) CHARLES DORRIS

Encl.

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

cc--

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

477

St. Paul, Minn., May 14, 1928.
S-6

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

I enclose a supply of "Talking Points",
dated May 1, issued by the Western Railways' Committee
on Public Relations.

(Signed) CHARLES F. WOOD

Encl.

476
St. Paul, Minn., May 14, 1928.

S-3

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

In 1926 you authorized the establishment of an office equipment repair shop, and I feel certain you will be gratified to learn that that venture has proven to be a worth-while arrangement.

We started off with one shop at Saint Paul -- rather inadequately equipped -- in February 1926, and the Seattle shop was started in August of that year. These two shops serviced a total of 2,049 machines of various kinds at an average cost of \$3.17, as compared with 1,045 machines serviced at outside shops during 1925 at an average cost of \$6.28. In 1927 the two shops serviced a total of 4,828 machines at an average cost of \$2.22, representing a saving over what it would have cost had the work been done at outside shops of \$6,369.

Generally speaking, this repair service is working well, and the repairmen are getting hold of the new bookkeeping machines in the division accountants' offices in good shape. We ran into a little difficulty on these machines because our men were not familiar with them, but we found also that the repairmen of the Burroughs Company were unfamiliar with them.

Not only is the service life of our office equipment being extended, but we have a much closer check on each individual machine, so that with the completion of a plan which is now in the process of being worked out for rotating the equipment, we can keep ahead of the obsolescence of the machines and avoid the necessity for spending any substantial sum of money for replacements in any one year.

Having authorized this arrangement, I thought you would be interested in knowing how well it is working out.

(Signed) E. M. WILLIS

479
St. Paul, Minn., May 14, 1928.
8-3

Mr. P. B. Lacy,
Treasurer.

Referring to your letter of May 11, recommending the payment of 10¢ per \$100 or fraction for bank drafts obtained from the First National Bank at Wadena:

What do the drafts obtained from that bank amount to each month on an average?

CHARLES DONNE

480
St. Paul, Minn., May 14, 1928.
8-3

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

Referring to our conversation several weeks ago and to my memorandum of April 23:

I will appreciate it if you will let me know if you have been able to locate the papers about a pension plan for general office building joint power plant employees, and about the question of pensioning O. W. Connor, switchtender at Seattle.

(Signed) E. M. WILLIS

481
May 14, 1928.
8-3

My dear Mr. Baker:

I have received your letter of May 1 with enclosures.

We have considered your material at different times but our conclusion is that our own instructions are effective and that your material would be largely a duplication of our own efforts. For this reason our operating and mechanical officers feel that we would not be warranted in such a duplication of effort.

Very truly yours,

(Signed) CHARLES DONNELLY *CD*

Mr. George H. Baker, President,
Railway Educational Association,
227 Monroe Street, Brooklyn, N.Y.

482

St. Paul, Minn., May 14, 1928.
8-3

Mr. F. E. Williamson,
Vice President.

The replacing of 1-KW generator with 7½-KW generator on two locomotives running on trains 55 and 56 between Duluth and Staples, as covered by mechanical department AFE No. 154 submitted with your letter of May 8, may be considered as informally approved. Signed copy of the AFE will reach you in due course.

(Signed) CHARLES J. JERNLEY

483

St. Paul, Minn., May 14, 1928.
S-3

Mr. F. W. Sweeney,
Comptroller.

With return of the attached letter from
Mr. Hedley, President of the Interborough Rapid Tran-
sit Company, please furnish me with information with
which to answer his inquiries.

RECEIVED MAY 15 1928
24

Encl.

484
St. Paul, Minn., May 14, 1928.

8-3

Mr. F. E. Williamson,
Vice President.

Referring to the attached:

I do not know how Mr. Donnelly will feel about authorizing a further extension of the employment of George T. Sweetnam, about whom you wrote Mr. Donnelly May 24, 1927; assuming, however, that he may be disposed to give it favorable consideration, will you please advise whether there are any objections from an operating standpoint to his being continued in service after August 1 next.

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

Encl.

485

St. Paul, Minn., May 14, 1928.A5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 12, enclosing proposed contract with C. F. Graff, of Seattle, covering his contract obligations in connection with reconstruction work being performed for the Bureau of Reclamation on the Yakima project:

The agreement has been executed for the Railway Company and I return copy for transmittal to Mr. Graff. The copy bearing initials of our officers has been filed with the Assistant Secretary.

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

486

May 14, 1938.

My dear Mr. Elliott:

I enclose a copy of Mr. Onslow's statement covering express operations during the month of December 1937.

Very truly yours,

(Signed) CHARLES D. NEELY p

Encl.

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

487
St. Paul, Minn., May 14, 1928.
S-6

Mr. J. G. Woodworth,
Vice President.

I enclose a copy of Mr. Onslow's statement covering express operations during the month of December 1927.

(Signed) CHARLES DONNELLY c

Encl.

X

488
Paid

345 pm

St Paul Minn May 14 1928

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

Please arrange for resolution authorizing V F Harvey to
sign advertising drafts as Assistant General Passenger
Agent D-17

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

489
St. Paul, Minn., May 14, 1928.

S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 12 and
returning proposed contract with the E. C. Balzer Nur-
sery Company covering landscape work west of the Spokane
passenger station:

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.

490
May 14, 1928.
S-6

Dear Sir:

Referring to your joint letter of May 9,
enclosing SP&S AFE 5001 for replacing culvert near
Towal, Washington, at an estimated cost of \$2,495:

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

Very truly yours,

(Signed) CHARLES D. KELLY, Jr.

Encl.

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

cc--

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

491

May 15, 1928.AB

Dear Mr. Budd:

Referring to Mr. Turner's joint letter of May 13, transmitting S.P.& S. AFE's Nos. 5005 and 5006:

The expenditures as proposed meet with the approval of this company, and I enclose duly signed the original copies of the AFE's.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

cc-Mr. W. F. Turner.

(Signed) CHARLES DONNELLY

492
May 15, 1928. AS

Dear Mr. Patterson:

Referring to your letter of May 9 about the ore loading figure, Lake Superior Division, for the fourth week in April as compared with the same period a year ago:

The figure of 1144 cars last year included not only the loadings for the fourth week of April but those for the entire month of April. The actual figure for the fourth week was 500 cars. No ore was loaded on Lake Superior Division this year until the last week of April so that the 108 cars reported in the telegram represented the loading for the last week and the month of April. During the ore loading season, however, these figures will be reported weekly.

The figure of 446 cars for the week ending April 30, 1927, to which you refer is that reported to the A.R.A. In addition to the ore loading on the Lake Superior Division, it includes cars loaded with ore at other points on the line. The figures as reported to the A.R.A. are for the week ending Saturday, whereas those reported in the telegram to Mr. Elliott for the fourth week cover the period from the twenty-second to the end of the month.

I am glad you called attention to this because we can watch to be certain that all information in our weekly telegram is clearly stated.

Yours very truly,

(SIGNED) E. A. WILKS

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

3.00 P

493

St Paul Minn May 15 1928

W F Turner
S P & S
Portland

About purchase of busses Representative American Car and Foundry Company here today and states his company very anxious to secure this business They are willing to furnish you free of charge for demonstration purposes one of their five naught eight models Their representative on the coast will get in touch with you in near future and we think you should give them opportunity to demonstrate their bus over one of your routes.

Charles Donnelly

Ralph Budd

494

St. Paul, Minn., May 15, 1928. A4

Mr. F. E. Williamson,
Vice President.

The S.P. & S. budget for this year included a number of items for repairs to bridges on the United Railways, and in connection with the check which our people made with the S.P. & S. operating and engineering officers it was decided that those items should be deferred until the engineers of the parent lines made a joint inspection to determine what work was necessary.

I now have a wire from Mr. Turner stating that it is his understanding that recommendation has been made that the work contemplated by the budget should be approved, and he is, therefore, asking authority to go ahead with the work. Will you please advise me what reply you think should be made to Mr. Turner's wire.

(Signed) CHARLES DOWNEY

495
May 15, 1928. A4

Dear Sir:-

Replying to your letter of the 9th instant, in which you request information with respect to valuation expenses incurred by this company for the six months ended December 31, 1927:

In the period named the Northern Pacific expended and charged to Account 459, Valuation Expenses, the sum of \$34,524.54. In addition thereto, we expended in connection with the compilation of Valuation Order No. 3 the sum of \$33,764.02.

Yours very truly,

(Signed) CHARLES DONOVAN

Mr. F. H. Lee, Secretary,
Presidents' Conference Committee,
711 Commercial Trust Building,
Philadelphia, Pa.

cc-Mr. Howard Elliott.

(Signed) CHARLES DONOVAN

496

St. Paul, Minn., May 15, 1928. A4

My dear Mr. Coman:

I attach copy of a letter I have received from Mr. Sweney with respect to some bills which the Milwaukee Company has against us for rental of certain spur tracks at Seattle.

You will find either in your office or in Mr. Winders', a file of papers covering these tracks, as I had some correspondence with Judge Reid about them in 1926. At that time it was decided that the Northern Pacific should not pay rental after November 1924 for the tracks serving the Pioneer Sand and Gravel Company, Seattle Construction and Dry Dock Company on Railroad Avenue, and Seattle Construction and Dry Dock Company on Connecticut Street, as no use had been made by us of those tracks since 1924. We were, however, using the Seattle Hardware Company track, and I instructed Mr. Sweney to pay rental bills on this. At the time this matter was being considered, the question of rental on the Standard Oil Company track and the San Juan Fish Company track was not brought up.

In view of the information which has now been given me by Mr. Sweney, I wish you would again have the matter checked up and advise me whether or not you think we should accept bills for rental for such of the tracks as we will desire to use in the future, or whether the decision reached a couple of years ago should be allowed to stand. The amount involved for rental is not very great and if our refusal to pay the bills would prevent our obtaining use of the tracks in the future, we may want to reconsider the matter, especially if some of the tracks are likely to become valuable from a traffic standpoint in the comparatively near future.

Yours very truly,

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

(Signed) CHARLES DONNELLY

encl.

497

St. Paul, Minn., May 15, 1928.
K2

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

Recalling our talk on the thirteenth about advertising:

I was to select in the order of their value or interest the best thirteen themes proposed by Mr. DeGuire for plan of monthly theme around which our advertising is to be built. I have studied over entire group of twenty-five themes. I would rank them as indicated below:

- | | |
|-----------------------------|-------------------------------|
| 1. The Arm of Protection. | 7. 5,000,000 Miles of Meals. |
| 2. Number One on Time. | 8. Speed, Dependability. |
| 3. Presidents Go This Way. | 9. Even in the time of the |
| 4. Personality. | Balloon Stack. |
| 5. Sympathetic Kinfolks. | 10. Faith, Heroism, A Vision. |
| 6. The Pulse of a Railroad. | 11. Since Their Cradle Days. |
| | 12. Working across the miles. |
| | 13. Cronies. |

I gave considerable thought to this whole subject yesterday and further discussed it with Mr. DeGuire. Would like to talk to you about it further when we both have time.

(Signed) B. O. JOHNSON.

499

St. Paul, Minn., May 15, 1928.
K2

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

Recalling our talk on the thirteenth about WCCO radio announcement of Redwater Branch completion ceremonies:

Yesterday I had some talk with Mr. Stevens and he very strongly feels that such radio announcement should be made by a traffic department representative. Then after I had left Mr. Stevens he suggested to Mr. DeGuire the name of Mr. Haw. Mr. DeGuire and myself got hold of Mr. Haw and he is quite willing to do this. Mr. Haw and Mr. DeGuire are together working on text for radio announcement.

(Signed) B. O. JOHNSON.

cc-Mr. H. E. Stevens

499

St. Paul, Minn., May 15, 1928.
K5

Dear Mr. Acker:

I sent you on May 2 Form 7298 on which we desired information with respect to your personal record. We shall appreciate the early return of this form in order that your personal record may be brought up to date.

Yours very truly,

(Signed) E. M. WILLIS

Mr. F. A. Acker, General Agent,
Northern Pacific Railway Company,
115 Railway Exchange Building,
Kansas City, Missouri.

500
May 15, 1928.

K5

Dear Sir:

In Mr. Donnelly's absence from the city I acknowledge receipt of your letter of May 11 together with the copy of the May 14 issue of "The Security Owner". Your letter will be brought to Mr. Donnelly's attention at the first opportunity and you will be advised at that time whether or not it is the desire that this pamphlet be forwarded regularly.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Milton W. Harrison, President,
National Ass'n of Railroad and Public Utility Securities,
11 East 36th Street, New York City,
New York.

501
St. Paul, Minn., May 15, 1928.

K5

Mr. P. B. Lacy,
Treasurer.

I enclose copy of a letter from Paul Dietrich, Assistant Vice President and Manager of the Bank of Italy, dated San Francisco, May 7, advising that the Bank of Italy National Trust and Savings Association intends to issue its own Travelers Cheques, and requesting advice as to our disposition to issue instructions for the honoring of such Travelers Cheques by representatives of this company. Will you please give me your recommendation as to the action which should be taken on this request?

(Signed) CHARLES DONNELLY. p

encl.

502
May 15, 1928.

KB

Dear Mr. Malin:

Thank you for your letter of May 14 and for a copy of a letter which you have sent to the principal radio stations, including KMOX, St. Louis, KMBC, Kansas City, KOA, Denver, and KFI, Los Angeles. Prior to receiving your letter we had booked Mr. Melaney for stations KMOX, St. Louis, Thursday, June 7; KNX, Los Angeles, Monday, June 11 and Tuesday, June 12; San Francisco; Brotherhood of Locomotive Firemen and Enginemen, June 13, 14 and 15; Portland, KGW, June 17, and Seattle, KFOA, June 19. This gives Mr. Melaney a fairly full schedule although there remains one or two days that still could be filled.

I appreciate what you say about Mr. Melaney and his work.

Yours very truly,

(Signed) F. W. DeGURGE

Mr. D. F. Malin, Director,
Sears-Roebuck Radio Station WLS,
Chicago, Illinois.

643
May 15, 1928.

K8

Dear Mr. Spracklin:

Your letter of May 10, File 104-A, to Mr. Goodsill:

We are glad you have arranged with KNX, Los Angeles, for Mr. Melaney on June 11 and 12, and you may now definitely confirm the booking.

Mr. Melaney will arrive early on June 11 and he will advise you later of the exact time of his arrival.

We of course are eager that Mr. Melaney be introduced as "The Singing Fireman of the Northern Pacific Railway". You are correct in assuming that Mr. Melaney does not expect any fee for his service.

I am sending you herewith photographs, mats and news stories regarding Mr. Melaney which I hope will be helpful in obtaining publicity announcing his forthcoming appearance.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. C. Spracklin,
General Agent, Nor. Pac. Ry. Co.,
510-511 Central Building,
Los Angeles, California.

504
May 15, 1928.
K8

Dear Mr. Cross:

Your letter of May 9, File 1808, to Mr. Goodsill:

We are pleased that you have arranged with station KMOX to use Mr. Melaney on June 7. You now may definitely confirm the booking. Mr. Melaney will arrive morning of June 7 and spend the entire day. He will advise you the exact time of his arrival.

We of course are eager to have Mr. Melaney introduced as "The Singing Fireman of the Northern Pacific Railway".

I am sending you material which I hope will be helpful in announcing Mr. Melaney's engagement.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. R. K. Cross, General Agent,
Northern Pacific Railway Company,
St. Louis, Missouri.

505
May 15, 1928.
KB

Dear Mr. Roddy:

Your letter of May 7 to Mr. Goodsill:

Please be referred to my wire of May 7 and my letter of May 11 advising you of definite hours of Mr. Melaney's engagements with the Brotherhood of Locomotive Firemen and Enginemen.

I think it would be well worth while to have Mr. Melaney sing before the Associated Traffic Clubs of America, and we will so book Mr. Melaney.

On May 3 I sent you photographs, stories and mats for Melaney publicity in San Francisco and I am hopeful that you are using this to advantage.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. P. Roddy, General Agent,
Northern Pacific Railway Company,
633 Monadnock Building,
San Francisco, California.

506
400pm Paid

K8

St Paul Minn May 15 1928

Walter L Browne
Editor Billings Gazette
Billings Montana

Your wire date Photographs requested were borrowed by
Northern Pacific Land Department from W E Holt Glendive who obtained
them from various sources They were returned to Holt Suggest
you get in touch with him All right to use them if you can obtain
them.

F W DeGuire

Charge NFRyCo
Executive Dept

340pm

507

St Paul Minn May 15 1928

R J Tozer
Seattle

Your message fourteenth to Mr Goodsill Melaney will
be in Seattle June 19 and you may book radio station KFOA I
am mailing you material for publicity announcements.

F W DeGuire

x

508

Frank 602

New York, N. Y., May 15, 1928.

D

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

Referring to your telegram eighth about employment for
Mrs. Schenker. Have there been any further developments in the matter?

Charles Donnelly.

509
Frank 602

New York, N. Y., May 15, 1928. D

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

All right to grant informal authority for construction
independent office building Fargo at cost of fifty-three thousand six hundred
dollars under plan outlined your wire yesterday.

Charles Donnelly

510

At New York, N. Y., May 15, 1928. D

Dear Sir:

I am in receipt of your letter of May 14 enclosing copy of your letter to me of April 30, about the Ford Tri-Motor Airplane, which I have referred to Mr. F. E. Williamson, Vice President in charge of operation, at St. Paul.

Very truly yours,

Signed- Charles Donnelly

Mr. Gaston Plantiff,
Eastern District Manager,
Ford Motor Company,
1710 Broadway,
New York, N. Y.

cc-Mr. F. E. Williamson:

511
At New York, N. Y., May 15, 1928.

D1

Dear Mr. Scandrett:

Your letter of May 4 has been forwarded to me here.

The Northern Pacific has no System Chief Surgeon. The medical activities along our line are conducted through the Northern Pacific Beneficial Association, having hospitals at St. Paul, Glendive, Misacula, and at Tacoma. Over each of these hospitals a Chief Surgeon presides, receiving a salary of \$6,000.00 per year in addition to having his quarters in the hospital; he is permitted also to render outside professional services, the fees from which he retains.

Very truly yours,

Signed-Charles Donnelly

Mr. H. A. Scandrett,
President, OMStP&P RR Co.,
Chicago, Illinois.

512
At New York, N. Y., May 15, 1926.

Gentlemen:

Your telegram of May 4 was received and acknowledged by my office in St. Paul during my absence, and has been forwarded to me here.

I have written to Mr. McGrea in answer to his letter of April 18 as per copy of letter hereto attached. I am sorry to disappoint our friends in Spokane, but I feel sure they will understand and appreciate the conditions.

Very truly yours,

Signed-Charles Donnelly

encl.

Mr. H. D. Trunkay,
Mr. J. L. Paine,
Mr. J. W. Higaby,
C/o Spokane Chamber of Commerce,
Spokane, Washington.

x

513

Frank 602

New York, N. Y., May 15, 1928.

J. A. Ford,
Spokane Chamber of Commerce,
Spokane, Washington.

Your wire eleventh has reached me here together with Mr. McCrea's letter of April eighteenth. Have written him today. For reasons given in letter to him I do not feel that I can authorize contribution requested.

Charles Donnelly.

514

At New York, N. Y., May 15, 1928.

Dear Mr. McGree:

Your letter of April 18 was received in St. Paul during my absence and has been forwarded to me in the east, where I have been detained in connection with land grant questions.

I feel that the Northern Pacific must maintain the position which it took a year ago when a similar request was made. Any contribution in addition to what we are now contributing to the Columbia Basin Irrigation Project would to that extent curtail our own activities, in which substantial expenditures are being made in promoting the development of Spokane's territory. This work, of course, we expect to keep up, and it is bound to be of advantage to Spokane.

Very truly yours,

Signed-Charles Donnelly

Mr. W. B. McGree,
Chairman, Publicity Bureau,
Spokane Chamber of Commerce,
Spokane, Washington.

515

At New York, N. Y., May 15, 1928. DL

Dear Mr. Mitchell:

It seems to be the general understanding that Congress will adjourn before the end of May; and if this understanding is correct it is, of course, hardly possible for action to be taken before adjournment on the Northern Pacific land grant dispute. I talked to Mr. Sinnott, Chairman of the Joint Committee investigating this question two or three days ago; and he told me that he expected to introduce a resolution preserving the status quo for the present; this in view of the unlikelihood of definite action being taken on the main question at this session. Accordingly, I expect to start west tomorrow.

Before leaving Washington I had a talk with Mr. Finney, Assistant Secretary of the Interior, who is in general charge of land grant questions in that department. He told me that in agreeing with Messrs. Parmenter and Danley and McGowan to the inclusion in the bill drawn up and submitted to the Attorney General of a limited forfeiture provision, he did so on the statement of the law representatives that without such a provision in the bill courts would not have the authority to determine broadly all of the questions that are involved. He said very positively, however, that he thought the entire question was essentially one to be decided by the courts; that he did not believe it right to declare a forfeiture unless such a declaration should be held to be necessary to give the courts jurisdiction; and that he is opposed to the inclusion of any such provision in any Act of Congress if the questions can be properly submitted to the courts without it. He stated further that he would take this position in any further conferences that might be had with representatives of the Department of Justice concerning the provisions of the bill.

Mr. Kerr and Mr. Mason will remain in Washington so as to be available for conference with you or the Attorney General at any time. They can be reached at the New Willard, and Mr. Kerr will take the liberty of calling on you on Thursday or Friday of this week to ascertain whether he can be of any service.

With kindest personal regards,

Sincerely yours,

Signed-Charles Donnelly

Hon. William D. Mitchell,
Solicitor General,
Washington, D. C.

cc-Mr. James B. Kerr:

516
At New York, N. Y., May 15, 1928.

Dear Mr. Thom:

Mr. Markham spoke to me in Washington on Saturday last about the plan to give to Mr. Aishton on the occasion of his completion of fifty years of railroad service a testimonial of the affection and esteem in which he is held throughout the railroad world. It is unnecessary to say that I cordially approve of his plan, and as he is anxious to take the sentiment of other executives upon it and knew that I was to attend a meeting in New York today at which several of these executives would be present, he asked me to speak to them about it and then to write to you.

At a meeting today of a group of western executives to consider valuation questions, at which were present Judge Lovett, Mr. Elliott, Mr. Carl Gray, Mr. Sproule, Mr. Holden and various other representatives of other lines, I brought this question up and the approval of the plan was unanimous and enthusiastic.

I understand that subscriptions for the payment of whatever present is tendered Mr. Aishton will be asked from the executives in person, and I shall be glad to contribute my proportion of whatever amount is necessary.

Very sincerely yours,

Signed-Charles Donnelly

Mr. Alfred P. Thom,
Association of Railway Executives,
Transportation Building,
Washington, D. C.

cc-Mr. Charles H. Markham:

517
St. Paul, Minn., May 15, 1928.
S-3

Mr. J. G. Woodworth,
Vice President.

I have your letter of May 1 and approve
of the employment, effective May 15, of Walter J.
Hunt as Assistant to the Director, Agricultural
Development Department, at a salary of \$250 per month.
I return herewith the papers which accompanied your
letter.

(Signed) CHARLES DONNELLY

Encl.

518
May 15, 1928.

S-3

My dear Mr. Elliott:

Herewith copy of Mr. Hughes' letter of May 14 recommending the issuance to The Montana Company of an oil and gas drilling permit on Northern Pacific lands, comprising 7398.33 acres, in Garfield County, Montana, as follows:

E $\frac{1}{2}$ of Section 1, all of Sections 3 and 11-16N-39E;
W $\frac{1}{2}$ of Section 5, all of Sections 7 and 9-15N-39E;
All of Section 21, S $\frac{1}{2}$ of Section 23, all of Sections
25, 27, 33 and 35-16N-39E;
All of Section 31-16N-39E.

The permit will provide that if the first commercial well is not brought in on Northern Pacific lands, within sixty days after the completion of a commercial well on other than Railway Company lands a well will be started on our property. The permit will run for a period of one year and will provide for a royalty of 17 $\frac{1}{2}$ % on oil produced during the life of the permit and 3¢ per thousand cubic feet on gas saved and marketed. Within thirty days after a commercial well has been completed on Railway Company lands, The Montana Company will have the right to a lease running for ten years, or as long thereafter as oil or gas is found in commercial quantities. The royalty under the lease will be as follows:

For oil - 17 $\frac{1}{2}$ % where produced from a depth of less than
2500 feet;
15% where produced from a depth between 2500 and
3500 feet;
12 $\frac{1}{2}$ % where produced from a depth of 3500 feet or
more.

For gas - 3¢ per thousand cubic feet during the first three
years of the lease;
2 $\frac{1}{2}$ ¢ per thousand cubic feet for the second three
years;
3¢ per thousand cubic feet thereafter.

514

The minimum rental will be at the rate of one dollar per acre per annum. I recommend that the Committee or Board authorize the issuance of a permit, with the right to a lease, as outlined in Mr. Hughes' letter.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

cc--

Mr. J. M. Hughes,
Land Commissioner.

519

St. Paul, Minn., May 15, 1928.
S-3

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of May 14, and approve the proposed change in the basis of measuring gas under the permit issued to the Hardrock Oil Company on September 14, 1927, by adopting the government method, which provides for measurement on a basis of 10 ounces above assumed atmospheric pressure of 14.4 pounds per square inch. I also approve of having the papers incident to this transaction prepared in the name of The Montana Company instead of the Hardrock Oil Company.

(Signed) CHARLES DONNELLY

520
May 15, 1928.

S-3

My dear Mr. Elliott:

I enclose a copy of Mr. Hughes' letter of May 14 recommending the issuance of a permit to the Good Hope Gas and Oil Company to drill for oil and gas in sections 9 and 15-6N-6E, Fallon County, Montana, the royalty under the permit to be 17½% on oil and 3¢ per thousand cubic feet on gas. The permit will provide for a lease to run for ten years and thereafter so long as oil or gas is produced in paying quantities, the royalty under the lease to be 17½% on oil to and including a depth of 3500 feet, 15% from 3500 to 3600 feet, and 12½% above 3600 feet; the royalty on gas will be 3¢ per thousand cubic feet. The minimum royalty will be \$500 per annum and the minimum rental \$320 per annum.

I recommend that the Committee or Board authorize the issuance of a permit as outlined in Mr. Hughes' letter.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

cc—

Mr. J. M. Hughes,
Land Commissioner.

521
May 15, 1928.

9-3

My dear Mr. Elliott:

The Northwestern Trust Company at Saint Paul is inquiring if we desire to dispose, for sinking fund purposes, of any of the Minnesota Transfer Railway Company first mortgage 5% bonds that we own. We have \$43,000 par value of the bonds, which are due August 1, 1948, and 102½ is being offered. The bonds cost us par and they are being carried at that amount on the books.

The operation of the sinking fund requires that 1% of the \$2,492,000 of bonds issued shall be contributed, payable semi-annually. Each owning road contributes one-ninth of 1% or \$2,768.89.

We received a similar request in December 1926, which was declined. I know of no change in the situation since then that would suggest selling any of the bonds at the price offered, and unless you have different views I will tell Mr. Lacy to advise the Northwestern Trust Company that we are not interested in their offer.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

522

St. Paul, Minn., May 15, 1928.
KS

Mr. F. E. Williamson,
Vice President.

I have your letter of May 4 and have approved and return
Standard Plan Sheet 266 covering sign for signal clearing section.

(Signed) CHARLES DONNELLY

encl.

623
St. Paul, Minn., May 15, 1928. A5

Mr. F. E. Williamson,
Vice President.

I enclose copy of Mr. Turner's joint letter of May 12, together with copies of SP&S AFE's Nos. 5005 and 5006, amount \$2250 and \$3679, respectively. Of the amount to be expended, \$438 is chargeable to the Northern Pacific account joint ownership, and I shall be glad if you will have a Northern Pacific AFE prepared to cover. AFE's have been approved on behalf of this company.

(Signed) CHARLES DONNELLY

encl.

524
May 15, 1928.

#-8

Dear Mr. Browne:

I mailed you last evening a statement by Mr. H. E. Stevens, Chief Engineer of the Northern Pacific, describing the history leading up to construction and engineering features of the new Redwater Valley line for your forthcoming special edition. In the first paragraph, second sentence, please correct to make read, "Surveys as far north as the Missouri River and covering a large territory both east and west of the Yellowstone River were made in 1905 and 1906", and not 1909 and 1910 as stated in the original copy.

Yours very truly,

(Signed) F. W. DeGUIRE

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

Copy for Mr. H. E. Stevens.

St. Paul, Minn., May 15, 1928.
E-2

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

Thought you might be interested in reading Mr. Millard's letter to Mr. Lacy regarding distribution of the Railroad Telegrapher Magazine pamphlet. Your office is now checking the number of additional pamphlets traffic men are to send to shippers, as authorized by Mr. Donnelly.

(Signed) F. H. DeGUIRE

Enclo

524
10:00 AM

St Paul May 15 1928
E-8

Howard Melaney
c/o C W Beardsell
644 Ellissott Square
Buffalo N Y

We have requests for bookings St Louis station KMOX
June seven Los Angeles KNX June eleven and twelve and Seattle KFOA
June nineteen Believe all are desirable If you approve will
advise St Louis you will arrive early morning June seven and Los
Angeles arrive June eleven but must leave on twelfth in time to
arrive San Francisco for appearance at nine on morning June thirteen
Please wire

F W DeGuire

Charge Nor Pac Exec Dept

527
May 15, 1928.
E-8

Dear Mr. White:

For your information and the information
of people in your territory:

Announcement is to be made over St. Paul-
Minneapolis radio station, WCCO, Friday night, May
18, regarding the opening of the new Redwater line.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. A. C. White, Secy.,
Circle Chamber of Commerce,
Circle, Montana.

528

St. Paul, Minn., May 15, 1928.
E-8

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

As I understand it, Mr. Haw has been selected to make the 5-minute radio talk over WCCO Friday night. Attached is a suggested talk. Mr. Haw doubtless is very familiar with the country in which the new line is being built and probably would prefer to describe the agricultural advantages in his own way. If this meets with your approval you probably will want to forward it to him.

I have spoken to your passenger department people and they have arranged for the 5-minute period in their program. Will you ask them please to get in touch with Mr. Haw and give him details about where to go and the time Friday night.

(Signed) F. W. DeGUIRE

Enclo

529

St. Paul, Minn., May 15, 1928.
E-8

Mr. H. E. Stevens,
Chief Engineer.

We have talked to Mr. Thomson of the Dining
Car Department and he will arrange to attend the Circle
celebration and to provide a large suitable cake.

(Signed) R. W. DOWD

630

St. Paul, Minn., May 15, 1928.

S-3

Mr. C. C. Kyle,
Purchasing Agent.

Herewith approved bridge department requisitions Nos. 78, 79 and 80, calling for material for proposed highway undercrossing near Forest Lake. Lake Superior Division AFE ED No. 86 has been prepared to cover this work but it has not yet been formally approved. Formal approval is expected shortly, but in the meantime you may arrange to procure the material called for in these requisitions.

(Signed) E. M. WILLIS

Encl.

cc--

Mr. F. E. Williamson,
Vice President.

531
St. Paul, Minn., May 15, 1928.
8-3

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

Answering your letter of May 4 and in confirmation of our subsequent conversation:

You are authorized to arrange for the installation of an automatic stoker in the hot water heating plant of the general office building at a cost of \$950, to be borne one-half by the Northern Pacific and one-half by the Great Northern.

(Signed) E. M. WILLIS

532

St. Paul, Minn., May 15, 1928.
9-3

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

Referring to our conversation about charges
against car Yellowstone between March 8 and 12 amount-
ing to \$85.66:

We have agreed that under the circumstances
these charges should be assumed by the Northern Pacific,
and this will be authority for Mr. Jensen to so arrange.

(Signed) E. M. WILLIS

533

St. Paul, Minn., May 15, 1928.

E-6

Miss Maloney:

I talked today to Dr. L. L. Williams, Kindy Optical Shop, 50 E. Sixth St., telephone Cedar 9441.

Dr. Williams is director of a woman's singing group at Hamline Church known as the Midway Choral Club. His plan is to enlist six or eight of the foremost women's singing groups in a so-called competitive songfest which might be called an amateur "singdown". He is eager to make this an annual event and to make the opening songfest a real success.

He says that he is the initiator of the plan, that no expense to the Northern Pacific is involved, and that it is not an advertising feature for any commercial house. Tentatively the program calls for the first event in the competitive series on the night of Tuesday, June 5. A cup is to be hung up for the winner and when it is presented he hopes to have Mayor Hodgson speak and the presentation by Governor Christianson. He has called upon the following women's organizations to participate: Northern Pacific Singers, Great Northern group, Treble Club, Shubert Club, Montgomery Ward Club, Midway Choral Club, and the Professional Women's Club. His plans have not developed to the point where he is prepared to make a preliminary announcement. If his idea materializes he proposes to place the cup in the window of the Northern Pacific ticket office, the Great Northern, and a number of loop stores, possibly with photographs of the various groups participating. I informed him that I would be glad to co-operate in furnishing any material for publicity purposes including copy and cuts of the Northern Pacific Singers.

Regarding Saturday night about which he spoke to you, he said that the directors of the groups are to get together to talk it over and I think it would be perfectly proper for you to participate in the general discussion.

(Signed) F. W. DeGUIRE

524
May 15, 1928.
S-3

My dear Mr. Elliott:

On June 9, 1927, I wrote you about the question of separating grades at Eighth Avenue South, Seattle. At that point Eighth Avenue is crossed by the Northern Pacific, OWR&N and Pacific Coast Company tracks at grade. On August 26, 1927, I wrote you to the effect that the city had passed an ordinance authorizing and requiring the construction of a viaduct of temporary material. A contract has been entered into between the Northern Pacific, OWR&N and Pacific Coast companies under which the work is to be handled by the OWR&N, the cost to be divided 42% Northern Pacific, 42% OWR&N and 16% Pacific Coast Company.

Seattle Division AFE ED No. 123 has been prepared, of which I enclose the third copy, covering Northern Pacific's proportion of the cost, in the amount of \$116,354, which includes some \$4,600 incidental expense for signal, telegraph and track work. The amount chargeable to Additions and Betterments is \$110,356. I recommend formal approval by the Committee or Board. Item 182 of the 1928 budget provides for \$93,000 as Northern Pacific's proportion, but this was based on the original estimated total cost of \$225,000.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

535
May 15, 1928.

9-3

My dear Mr. Elliott:

Herewith third copy of Lake Superior Division AFE ED No. 80 covering rearrangement of strike camp buildings for waste storage at Brainerd, at an estimated net cost of \$6,825, of which \$6,578 is chargeable to Additions and Betterments.

We do not have sufficient storage at Brainerd for waste, soda ash and salt, and under present conditions this material has to be distributed at different points, which is not only an undesirable arrangement but is expensive. We propose to utilize one of the strike camp buildings constructed during 1922, which will result in a credit to operating expenses of \$5,992. It is not possible to reduce to dollars and cents the estimated saving that will result by providing this facility, but our operating officers are satisfied that there will be a substantial reduction in switching expense.

I recommend formal approval by the Committee or Board. It is not a budget item.

Very truly yours,

Respectfully,
CHARLES DONNELLY

Encl.

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

536
St. Paul, Minn., May 15, 1928.
8-3

Mr. F. E. Williamson,
Vice President.

I have your letter of May 9 with Lake Superior
Division AFE No. 86 covering highway undercrossing at
Forest Lake.

You may consider the AFE as informally approved
on the understanding that division of the cost for a
37-ft. opening will be held in abeyance pending decision
by the courts of a similar question involving another
crossing elsewhere in the state. Signed copy of the AFE
will reach you in due course.

(Signed) CHARLES DONNELLY.

536¹/₂

St. Paul, Minn., May 15, 1928.

Mr. F. E. Williamson,
Vice President.

Please arrange to deliver business car 11
to the Chicago & Northwestern to be attached to their
train No. 510 leaving Saint Paul 11:30 p.m. today,
Tuesday, for Chicago. The car will be occupied by Mr.
Clark and party.

ATTENTION SET:HO (Signed)
Signed) CHARLES DONNELLY.

J

537

May 15, 1928.

8-3

My dear Mr. Elliott:

Herewith third copy of Lake Superior Division AFE ED No. 86 covering highway undercrossing near Forest Lake at an estimated total cost of \$18,255, one-half of which is to be borne by the Highway Department of the state of Minnesota and the other one-half by the Northern Pacific. Of the Railway Company's one-half \$6,101 is chargeable to Capital Account.

Negotiations with the Highway Department with respect to this undercrossing have been under way for some time. At the outset we agreed to assume 50% of the cost for a 28-ft. clear opening but the Highway Department has insisted upon a clear opening of 37 feet. We have not objected to the construction of a 37-ft. span but we have insisted that cost of the excess over 28 feet should be assumed by the Highway Department. This undercrossing is on a cut-off from trunk highway No. 1 between Saint Paul and Duluth, to Minneapolis, to make it possible for motorists from the north using highway No. 1 to reach Minneapolis without coming into and through Saint Paul. In another county in Minnesota there is a similar question involved with respect to the division of the cost, and it is now before the courts. Because of the importance of this Minneapolis cut-off the Highway Department desires to have the undercrossing at Forest Lake undertaken immediately without waiting for the court's decision in the other case, and it has been agreed by the Railway Company and the Highway Department to hold in abeyance the question of dividing the cost pending that decision, after which a written agreement to cover will be prepared.

The AFE has been prepared on the basis of the cost of a 37-ft. opening, as representing the maximum amount that the Railway Company may be required to pay.

537

-2-

Under the circumstances I have informally authorized Mr. Williamson to go ahead with the work. Will you please obtain formal approval by the Committee or Board? It is covered by item 176 of the 1928 budget.

Very truly yours,

(Signed) CHARLES DUFFELAY.

Encl.

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

838
May 15, 1928.

S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 117 covering riprap between mile post 103 plus 3769 and bridge 104, near Acme, Washington, at an estimated net cost of \$3,706, of which \$3,524 is chargeable to Additions and Betterments.

As stated in the narrative of the AFE, this riprap was placed in December 1927 in an emergency due to high water in the Nooksack River. As it involves a charge to Capital Account in excess of \$2,500, the AFE is submitted for formal approval by the Committee or Board. It is not a budget item.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

639
May 15, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 155 covering the purchase and installation of one draw-cut shaper for South Tacoma north machine shop, at an estimated net cost of \$6,838, of which \$5,240 is chargeable to Additions and Betterments.

The estimated annual saving in labor expense is \$750. I recommend formal approval by the Committee or Board. Item No. 422 of the 1928 budget covers.

Very truly yours,

Encl.

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

540
May 15, 1938.

9-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 157 covering replacing spring draft gear with friction draft gear on one thousand 80M capacity steel center sill and steel underframe box cars, at an estimated net cost of \$74,060, of which \$62,150 is chargeable to Additions and Betterments.

This work is covered by the 1938 budget, items 451 and 452, and is a continuation of our program for replacing spring draft gears to reduce maintenance costs as well as damage to cars and lading.

On January 11 last I wrote you submitting mechanical department AFE No. 2 covering similar work on one thousand 80M capacity box cars, and the work on those cars is progressing; it will be practically completed by the time the material for the cars covered by the attached AFE has been ordered and assembled. This requires approximately four months. This AFE should be approved at this time in order that the work may be carried on without unnecessary delay. Will you please submit it to the Committee or Board for formal approval?

Very truly yours,

Encl.

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

541
May 15, 1928.
3-3

My dear Mr. Elliott:

Herewith third copy of mechanical department AFE No. 160 covering the proposed conversion of two coaches, of the 800 series, into superintendents' business cars, at an estimated net cost of \$24,653, of which \$17,673 is chargeable to Additions and Betterments.

There are now in service ten superintendents' business cars of wooden construction; they are old and unsuitable for further service. It is therefore necessary to replace them gradually. With one or two exceptions it is not considered to be practicable to place steel center sills under the present cars, and it is proposed to convert some of the 800 series coaches, which are of sufficient length to make a very satisfactory business car for a division superintendent and will give a good many years of service.

This is not a budget item, but I think we should not longer delay starting on a program for providing more suitable business cars for our division superintendents. I recommend formal approval by the Committee or Board.

Very truly yours,

CHARLES DOMINAY

Encl.

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

542
May 15, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Fargo Division AFE ED No. 125 covering bridge over trunk highway No. 2 at Hawley, Minnesota, at an estimated total cost of \$29,010, of which \$20,776 is to be borne by the State Highway Department. Northern Pacific's net proportion of the cost is \$8,234, with a charge to Additions and Betterments of \$8,907.

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

Very truly yours,

Encl.

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

543
St. Paul, Minn., May 15, 1928.
8-3

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

Herewith copy of a letter addressed to Mr. Donnelly under date of May 12 by G. W. Roche, Vice President of The Spokane Daily Chronicle, about advertising in a special Golden Jubilee Edition to be issued in the early part of June, celebrating the Fiftieth Anniversary of the City of Spokane.

You will note he refers to a meeting of traffic department representatives at which it is alleged to have been decided not to cooperate with the Chronicle in this undertaking. Please let me know as promptly as possible what if any action has been taken by traffic department representatives, and what your views are about cooperating. Of course, under the policy agreed to by the contributions committee, a request to advertise in a special edition would ordinarily be declined.

(Signed) E. C. JOHNSON.

Encl.

544

May 15, 1928.
9-3

Dear Sir:

Your letter of May 13 to Mr. Donnelly is received during his absence from Saint Paul. We expect he will be here again in a few days, and your letter will then be brought to his attention.

Very truly yours,

(Signed) E. C. JOHNSON *ejr*

Mr. G. W. Roche, Vice President,
Spokane Daily Chronicle,
Spokane, Washington.

545
May 15, 1928.
9-3

Dear Mr. Pfeiffer:

I am sorry that I shall be unable to attend the luncheon and the eighth annual meeting of the Community Chest on Friday, May 18. I have another engagement, which I cannot very well change.

Very truly yours,

WILLIAM D. McWILLIAMS

Mr. C. W. Pfeiffer,
Executive Secretary, The Community Chest,
Wilder Building, St. Paul, Minnesota.

X

546
6.30 PM

St. Paul, Minn., May 15, 1928.

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

Your wire date. Brittin has been out oftown and returned today, but could not get in communication with him until late this afternoon. Stop. He says he has appointment with census man Wednesday afternoon and will telephone me immediately thereafter. I will then wire you. Stop. Nothing has been developed through United Charities nor through Minneapolis.

E.M. Willis

547
May 15, 1928. A5

Dear Sister:

Your letter of May 12 to Mr. Hannaford, about transportation in favor of yourself and companion sister from St. Paul to Portland, has been referred to this office.

It has been our practice for some years past not to issue this class of transportation to individuals located at points off our line, and it will, therefore, be necessary to decline your request.

Yours very truly,

(Signed) B. O. JOHNSON.

Sister Anna Rose,
327 North Second Street,
Rockford, Illinois.

548
St. Paul, Minn., May 15, 1928.
K5

Mr. D. F. Lyons,
General Counsel.

I enclose Mr. Kyle's letter to me of May 14 together with proposed letter agreement with the American Locomotive Company covering the purchase of a 26" x 32" Simple four-cylinder Mallet locomotive, Type 2884, at a price not to exceed \$150,000. If you can see no objection to this proposed agreement, will you please initial and return?

(Signed) CHARLES DONNELLY

encl.