


# President's records. Northern Pacific Railway Company records.

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Version 3
August 20, 2018

St. Paul, Minn., June 1, 1928.

Mr. F. E. Williamson,
Vice President.

I have your letter of June 1, and this will be your authority to lease one-half mile of third 56-lb. rail to the Red Cedar Shake Corporation at a rate of 12% per annum on a valuation of $35 per ton, this with the understanding that the Red Cedar Shake Corporation will bear the expense of loading the rail on cars and unloading it after they are through with it and it is shipped back to the rail yard.

W

St. Paul, Minn., June 1, 1928. A5

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

Referring to your letter of May 31:

Mr. Bunn has signed and I return easement to the State of Montana for highway on our right of way near Greycliff.

(Signed) CHARLES DONNELLY

3

St. Paul, Minn., June 1, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of June 1 advising that Phillips Brothers, of Lind, Washington, propose to erect an elevator at Beatrice which will require a 200-ft. extension of our common user spur at that point, and this will be your authority to proceed with the construction of this track at an estimated cost to the Railway Company of $600, and AFE will be approved when submitted.

cc—

Mr. F. W. Sweney,
Comptroller.

4

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

Mr. F. W. Sweney,
Comptroller.

Effective June 1, 1928, please change on the officers' roll the title of F. A. Cleveland, Assistant General Freight Agent, to read General Freight Agent.

(Signed) CHARLES DONNELLY

cc—

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

6

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

Mr. F. W. Sweney,
Comptroller.

Effective June 1, 1928, please add to the special payroll the name of G. B. Walker, formerly Right of Way Agent, at a monthly allowance of $19.12. This is in addition to the allowance which he now receives on the pension payroll.

cc—

Mr. R. H. Relf,
Assistant Secretary.

6

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

Dear Mr. Coman:

I attach Mr. Onslow's requisition No. 853, and supporting papers, in connection with rental of towel cabinet for one year from May 1, 1928, in the office of the Assistant Auditor of Freight Overcharge Claims in the L. C. Smith Building. I am under the impression that the towel service in most of our offices in the L. C. Smith Building is handled by one voucher, but I am not certain. Before approving the attached requisition as a separate arrangement, I am bringing it to your attention in the event you will think it desirable to consolidate it with similar arrangements for our other offices in the L. C. Smith Building. On the other hand, if you think it should be handled separately, please return and I will put it through.

Very truly yours,

(Signed) B. C. JOHNSON

Encl.

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

7

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

Mr. C. C. Kyle,
Purchasing Agent.

I have your letter of May 31 and have signed and return herewith declaration sheet in connection with serial contract No. 15 with the Northwestern Improvement Company covering fuel supply between Mandan, North Dakota, and Missoula, Montana, for the two-year period beginning May 1, 1928, and ending April 30, 1930.

(Signed) CHARLES DONNELLY

Encl.

145 pm

Saint Paul June 1 1928

Hale Holden
CB&Q Railroad
Chicago

Our law department drafting proposed new blanket mortgage covering Yellowstone Park finances Will you please send me today if possible copy of mortgage made in January 1925 covering advances made by Burlington and Union Pacific D-2

Charles Donnelly

145 pm

9/

Saint Paul June 1 1928

H W Child
Yellowstone Park Transportation Co
Helena

Please wire name of state in which Yellowstone Park

Camps Company incorporated D-3

Charles Donnelly

10

St. Paul, Minn., June 1, 1928.
8-3

Mr. C. C. Kyle,
Purchasing Agent.

I have your letter of May 31 and have signed and return herewith declaration sheet in connection with serial contract No. 13 with the Northwestern Improvement Company covering fuel supply between Mandan, North Dakota, and Missoula, Montana, for the two-year period beginning May 1, 1928, and ending April 30, 1930.

(Signed) CHARLES DONNELLY Jr

Encl.

11

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

Mr. C. C. Kyle,
Purchasing Agent.

I have your letter of May 31 and have signed and return herewith declaration sheet in connection with serial contract No. 14 with the Northwestern Improvement Company covering fuel supply for the line west of Missoula, Montana, for the two-year period beginning May 1, 1928, and ending April 30, 1930.

(Signed) CHARLES DONNELLY

Encl.

12

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

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

Answering your letter of May 31:

You may advise the Pacific Straw Paper and Board Company that, subject to approval by the Board, the proposed ten-year lease covering certain property at Seattle, on which they will build a brick or tile warehouse costing approximately $10,000, will be granted. I have signed and forwarded to Mr. Elliott the letter calling for the approval of the Board.

I return your papers herewith.

(Signed) CHARLES DONNELLY

Encl.

13

June 1, 1928.
S-3

Dear Mr. Lengby:

It will be appreciated if you can let me know promptly what decision has been reached about painting the cornice of the general office building, as, in the event you do not want to go along with the Great Northern side of the building, we will want to get started with our part of the work at an early date. We hope, however, you will go along with us and make a complete job of it.

Very truly yours,

(Signed) E. M. WILLIS

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

14

June 1, 1928.
S-3

My dear Mr. Hughes:

I have your letter of May 29, and am glad to send to you herewith annual pass No. D-9407 in favor of Reverend Maunder, which is good until the end of the year.

If you will let me know when Reverend Snyder is ready to make his proposed trip to the Pacific Coast I will send you a trip pass for his use.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

15

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

Mr. F. E. Williamson,
Vice President.

Answering your letter of May 29 and returning papers which accompanied it:

There is no objection, so far as this office is concerned, to eliminating the eastbound and westbound locomotive mileage on OS form No. 1.

(Signed) E. M. WILLS

Encl.

945 am

16

Saint Paul June 1 1928

W E Coman
Seattle

Your wire yesterday to Mr Donnelly about constitutional tax amendment contribution Stop In August last President authorized expenditure of $2500 on this account which was actually exceeded by $750, and last month authorized an additional expenditure of $1750 making a total of $5000 Stop Is it your understanding that contribution which you state was authorized by President in April was in addition Stop Sanders is in Olympia D-1

B O Johnson

945 am

17

Saint Paul June 1 1928

W E Coman
Seattle

Your wire yesterday to Mr Donnelly about paved vacuous frisking contribution Stop In August last President authorized expenditure of quayaboxmack on this account which was actually exceeded by quaysack and last month authorized an additional expenditure of quayalmababe making a total of quay acmeetch Stop Is it your understanding that contribution which you state was authorized by President in April was in addition Stop Sanders is in Olympia D-1

B O Johnson

18

June 1, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of crop report No. 8, dated May 31, 1928, prepared by the Van Dusen Harrington Company of Minneapolis.

Very truly yours,

Encl.

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

19

St. Paul, Minn., June 1, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 29 and returning proposed contract with Foley Brothers covering channel change in Andrews Creek:

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.

30

St. Paul, Minn., June 1, 1928.
S-6

Mr. C. C. Kyle,
Purchasing Agent.

I enclose copy of a letter from Mr. Bichler dated May 29, transmitting Gilmore & Pittsburgh requisition No. 9046 for one left cross head with brass gib. You will note that Mr. Bichler asks that this be rushed and that the blue print be returned to him.

(Signed) CHARLES DONNELLY.
Jr

Encl.

cc—

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

21

June 1, 1928.
E-8

Dear Mr. Kischel:

The enclosed cut:

Please have made for us, available on Monday, 50 mats.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

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

435pm

22

St Paul Minn June 1 1928

Russell H Dick
Care Car Yellowstone
Yellowstone Divn

Forwarding pouch train one tonight care Agent Glendive.

L R Fellows

53

June 1, 1928.
K5

Dear Mr. Griffith:

Supplementing my letter of May 28:

I now enclose voucher in favor of the Spokane Interstate Fair in the amount of $1,000 covering cost of one $1,000 first mortgage bond.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

Mr. Thos. S. Griffith, President,
Suite 7, Terminal Building,
Spokane, Washington.

24

June 1, 1928.
K2

Personal

Dear John:

The Pension Board today approved your retirement as of July 1, 1928. I know you had been with us a long time. I sent down stairs for your personal record and it shows that you went to work for us as a clerk at Valley City in April, 1883. You were made Agent in September, 1889, and for nearly thirty-nine years you have represented us in the city of Valley City; and during this total of forty-five years your record with us is absolutely 100 per cent in every respect.

This is a most remarkable and creditable record; in fact, to my knowledge, it has no parallel on the railroad.

Aside from such long service you and I were associated for a short time. During this short time I recall very distinctly how efficiently, loyally and conscientiously you always did your work.

In leaving the active service of the Railway Company, for whom you have worked these forty-five years, I want you to know that you carry into your retirement our most sincere thanks for all you have done for us, and also our best wishes for many, many years of well earned pleasant leisure.

With my best personal regards, I am

Sincerely yours,

(Signed) B. O. JOHNSON.

Mr. John J. Chamberlain,
Agent, Northern Pacific Railway,
Valley City, North Dakota.

cc-Mr. A. N. Page
Mr. R. H. Relf

25

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

Mr. W. F. Every,
General Claim Agent.

Referring to train No. 870 hitting some extra gang motor cars near Fallon on the Idaho Division, May 31.

At the proper time will you let us know about how much this is going to cost us?

(Signed) B. O. JOHNSON.

3-6

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

Mr. John W. Haw,
Director, Department Agricultural Development.

Referring to your notation on bill for $174.00 worth of badges, etc. for the Circle celebration:

This bill carried a 2% discount if paid before June 5. I therefore handed bill to Purchasing Department so they will issue voucher to cover immediately, and we will take care of transaction by making requisition in this office. You can assume that bill has been taken care of.

(Signed) B. O. JOHNSON.

27

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

Mr. A. V. Fabian,
Superintendent, General Office Building.

Have you heard any complaints in the last few months about insufficient illumination in any of our general offices? If so, where?

(Signed) B. O. JOHNSON.

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

Mr. J. M. Hughes,
Land Commissioner.

Your letter of May 18, File 965N, about Knife River Coal Mining Company lease on portions of our Sections 7 and 17-144-87 near Beulah:

Mr. Donnelly approves and Mr. Hughes accepts extension of two years in place of the four years originally requested by Mr. Hughes.

Will you arrange accordingly so far as necessary record of this extension is concerned.

(Signed) B. O. JOHNSON.

29

June 1, 1928.
K2

Dear Mr. Moore:

Answering your letter of April 6 and recalling Mr. Tinling's discussion with you and your Committee at Clarks Fork recently about location and inscription of the proposed David Thompson Memorial.

The site selected by your Committee near Hope is quite satisfactory to the Northern Pacific Railway. Mr. Tinling tells me that proximity of such location to the old Thompson trading post may possibly mean a change in the inscription, and I understand that after some further discussion by yourselves you will let me see what inscription is proposed. I will be very glad to act on your inscription proposal very promptly so that erection of Memorial can be proceeded with at an early date.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Don C. D. Moore, Secretary,
Pend D'Oreille Pioneer Association,
Clarks Fork, Idaho.

30

June 1, 1929.
K2

Dear Sir:

Recalling our talk on May 22 when you asked me for certain Northern Pacific assistance to your Association:

After consideration of your request we feel that connection between ordinary railway operations and work of your Association is so rather remote that we cannot give you the financial assistance which you wanted.

Yours very truly,

(Signed) B. O. JOHNSON.

Captain F. J. Steinke,
Seventh Corps Area Reserve Officers Association,
Curtis Hotel, Minneapolis, Minnesota.

cc-Mr. J. H. Foster
Mr. C. W. Webster
Mr. C. R. Martin
Mr. Charles Jonsch

31

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

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

Attached you will find copy of a letter dated May 31 from Secretary Milloy of the Greater North Dakota Association thanking us for our assistance and co-operation in the work of their Association. Mr. Milloy's commendation of the work done by Mr. Haw and Mr. Byerly prompts me to send you a copy of this letter.

(Signed) B. O. JOHNSON.

encl.

32

June 1, 1928.

K2

Gentlemen:

We have been solicited to take space in the program of the Diamond Jubilee Pageant to be held in the Minneapolis Auditorium June 25, 26 and 27. It seems that 25,000 programs are to be distributed. Cost of advertising would be $100 a page and $65 for a half page.

We are disposed to decline to take this space. Will you advise please what action you propose to take?

Yours very truly,

(Signed) B. O. JOHNSON.

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

Mr. G. W. Webster, Vice President,
M. St. P. & S. Ste. M. Railway,
Minneapolis, Minnesota.

Mr. Charles Jensch, Comptroller,
C. St. P. M. & O. Railway,
St. Paul, Minnesota.

Mr. J. H. Foster, Spl. Representative,
C. M. St. P. & P. Railway,
Minneapolis, Minnesota.

1015am

33

St Paul June 1 1928

W E Coman
Seattle

Mr Donnelly leaves Glendive after the Circle celebration train three Sunday June third arriving Seattle June fourth Mr Clark is with him.

B O Johnson

1015am

34

St Paul June 1 1928

W E Coman
Seattle

Brindle leaves Glendive after the Circle celebration train ache upcast June ache arriving congealing June acid Burmatic is with him.

B O Johnson

35

x

Frank 602

640 PM

Valley City, N. D., June 1, 1928.

George H. Prince,
Chairman, Merchants National Bank,
St. Paul, Minnesota.

Clark has told me of his talk with you about proposed loan to Benton Transportation Company of Bismarck. I should appreciate it very much if you could see your way clear to make this loan. The matter is one of deep interest to us and I can assure you that we would be careful to see that the agreed proportion of the boat lines' earnings was collected on all shipments and paid into the bank.

Charles Donnelly.

36

On Train No. 3,
St. Paul Division, June 1, 1928. D1

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter of May 31 about settlement for the Feigh stockpile:

My present inclination is to accept the offer of the Sagamore Iron Company. I understand that a definite proposition along the lines indicated in your letter is to be submitted to you later.

(Signed) CHARLES DONNELLY.

37

St. Paul, Minn., June 1, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of May 31, and have approved for payment voucher in favor of Mr. A. J. Baillon covering his salary for the month of May 1928.

(Signed) CHARLES DORNELL, Jr

38

St. Paul, Minn., June 1, 1928.
S-6

Mr. R. H. Relf,
Assistant Secretary.

I enclose for filing and distribution of necessary copies, fully executed contract between the Great Northern, SP&S and Northern Pacific Railway Companies covering track rearrangements on Line "C" between Willbridge and Portland.

(Signed) CHARLES DONNELLY

Encl.

St. Paul, Minn., June 2, 1928.
S-6

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

I have your letter of May 29 in regard to renewal of lease covering quarters occupied by the U. S. Immigration Office at Winnipeg for a period of two years from May 1, 1928, and this will be your authority to assume our proportion of this expense, amounting to $68 per month.

(Signed) CHARLES E. [illegible]

cc—

Mr. R. H. Relf,
Assistant Secretary.

AD

June 2, 1928.
9-6

My dear Mr. Hollender:

Referring to your letter of May 31:

The Turner & Pease Corporation is a Washington corporation, and I shall be glad if you will have the necessary corrections made in the release papers.

Very truly yours,

(Signed) E. M. WILLIS

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

41

St.Paul, Minn., June 2, 1928.

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

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

(Signed) E. M. Willis

Enclo

42

June 2, 1928.

Dear Mr. Gay:

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

Yours very truly,

(Sign) E. M. Willis

Enclo

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

43

St Paul June 2 1928

Russell H Dick
CareCar Yellowstone
Glendive Mont

Forwarding mail pouch train one tonight addressed on line west.

L R Fellows

44

June 2, 1928.
K2

Dear Colonel Carroll:

Mr. Donnelly told me about some conversation he had with you concerning your desire to get a car to attend the Houston Convention.

Mr. Donnelly is out on the line and I had hoped by this time to be able to tell you definitely what we could do, but today every available business car is out on the line and I am not able to give you a definite answer. These cars will commence coming back next week and I will then look into the situation and telegraph you what we can do.

Incidentally, I might add that this is the time of year when our officers are on the road a considerable part of their time, and it looks as if it would be difficult to fix you out.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. J. H. Carroll,
Transportation Building,
Washington, D. C.

44½

June 2, 1928.
S-3

Dear Mr. Scandrett:

Answering your letter of May 29:

Our Mr. Murray, on the Coast, has been in close touch with the movement to pass a constitutional amendment with respect to the taxation of property in the state of Washington and, in fact, has been in general charge of the opposition. Some months ago I authorized him to expend on behalf of the Northern Pacific up to $2500, and just recently a further authorization was given, bringing the total amount up to $5000. I think the railroads are justified in offering legitimate opposition to an amendment as proposed, which, if passed, would have such a serious effect in the way of taxes upon railroad property.

Very truly yours,

(Sgd) Charles Donnelly

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

cc-
Mr. Ralph Budd, President,
Great Northern Ry Co., St. Paul, Minn.
Mr. C. R. Gray, President,
Union Pacific System, Omaha, Nebraska.

45

June 2, 1928. K2

Dear Mr. Martin:

Thank you for sending me copy of your letter to Mr. Murphy of June 1 about the proposed bond issue to pay losses in closed banks in North Dakota.

I certainly agree with you that it would be very unwise for the railroads to figure very prominently in any movement against this kind of measure. We have been following developments rather closely and it looks to us as if support behind the measure is so rather half-hearted that there is not much chance of any such constitutional amendment passing at the next general election. Proponents for the amendment have tried to secure backing from district bankers organizations. Several of these organizations have considered the matter but only two - Mandan and Minot - have endorsed it. The difficulty at these bankers meetings is that the National bank representatives are opposed to the measure and are usually in sufficient strength at these meetings to vote down any endorsement. We understand the Fargo Forum opposes the plan.

We will continue watching situation pretty c losely and if I hear of any developments will let you hear promptly.

Yours very truly,

(Signed) B. O. JOHNSON.

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

46

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

Mr. F. E. Williamson,
Vice President.

You will be interested in Mr. Capron's circular letter to General Agents, dated May 24, giving lumber service from coast points to Billings and Laurel for individual months of January, February, March and April, which you will find attached. In sending me this Mr. Clark says - "This is good service."

(Signed) B. O. JOHNSON.

encl.

cc-Mr. R. W. Clark
You file returned herewith. There was attached an extra copy which is the one I sent Mr. Williamson.

47

June 2, 1928.
K2

Dear Mr. Adams:

Acknowledging yours of May 28 about Deerwood right-of-way matter.

If I remember correctly, you told me that the County Commissioners were to consider road improvement matter in the vicinity of Deerwood at a meeting today. Will you let me know please what transpired at this meeting?

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Robert M. Adams,
Care Robert M. Adams Company,
Fidelity Building,
Duluth, Minnesota.

48

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

Mr. Henry Hansen,
Assistant Purchasing Agent.

Recalling our talk about badges and other supplies furnished for the Circle celebration:

I return copy of original invoice with two copies of necessary requisition in accordance with our talk.

(Signed) B. O. JOHNSON.

encl.

830am

49

St Paul June 2 1928

Charles Donnelly
Care Car Yellowstone
Glendive

Passenger trains on time this morning Except for light rain Spokane district and on coast weather clear over entire line.

B O Johnson

1130 am

50

Saint Paul June 2 1928

W F Turner
Portland

A-2 We approve of your getting bids on three additional six-cylinder busses prices to be submitted for further approval before placing order D-4

Ralph Budd
Charles Donnelly

51

On Train No. 3,
Enroute Glendive to Seattle,
June 3, 1928. D1

Dear Mr. Holden:

Answering your letter of May 31.

I approve the program you are following on the LaCrosse Division.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

cc-Mr. Ralph Budd:

52

On Train No. 3,
Enroute Glendive to Seattle,
June 3, 1928. D1

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

Please note the enclosed copy of letter to Mr. Elliott.

Will you please forward to him the blueprints of business cars which Mr. Williamson submitted to me a few days ago.

(Signed) CHARLES DONNELLY.

encl.

53

On Train No. 3,
Enroute Glendive to Seattle,
June 3, 1928. D1

Dear Mr. Thorpe:

I have been absent from headquarters much of the time during the past month, and your letter of May 16 has not reached me until too late for me to get to you in time for publication such a message as you wished.

The Chamber of Commerce dinner was certainly a most notable and enjoyable one, and I was glad to be present and to meet you there.

I hope to see you when you come west.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Merle Thorpe,
Editor, Nation's Business,
Washington, D. C.

On Train No. 3,
Enroute Glendive to Seattle,
June 3, 1928. D1

My dear Mr. Elliott:

I spent yesterday at Circle, attending the celebration given on the occasion of the completion of our Redwater Branch. The celebration was a great success, the estimate of the crowd in attendance varying between 8,000 and 10,000 people. I enclose a copy of the Circle newspaper of June 1, which gives the program for the day. This program was carried out to the satisfaction of everyone. Governor Erickson, members of the Railroad Commission, former Governor Stewart, and a number of candidates for public office were present; also Messrs. Clark, Williamson, Stevens, Gunn, Lowry, Strachan, Hughes, DeGuire and Thian. For the great success of the day Mr. Stevens is entitled to the credit, because he had worked out a very intelligent plan and the whole thing went off smoothly.

There had been light showers throughout the Redwater District during the past two or three days; but the district was still in need of surface moisture, though the general condition of the soil is good. This morning, however, as we are proceeding west, a general rain is falling all over the eastern part of the state and the ground is getting a drenching, so that conditions are pretty near ideal.

I am asking Mr. Johnson to forward to you blueprints which Mr. Williamson gathered of a number of business cars recently constructed. I wish you would look these over, as I should like to decide upon and place the order for a car in the near future. According to my present plans, I will return to St. Paul on Monday morning, June 18, going on to New York that night with Car Yellowstone, arriving there June 20 and thus making the car available for Mr. Polk's trip. I hope we can decide on plans for the new car while I am in New York.

We left Glendive on Number 3 this morning. Mr. Clark, Mr. Gunn and members of the Railroad Commission are with me. Mr. Clark and I will go right through to Seattle, and I

shall probably be in Seattle, Portland and Tacoma during most of the time until my return.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

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

P. S. I enclose also clippings from this morning's Billings paper.

55

On Train No. 3,
Rocky Mountain Division,
June 3, 1928. D1

Dear Mr. Polleys:

Referring further to your letter to me of May 4 about the question of bridging the river at Perma, Montana so as to get into the Dog Lake unit of timber, and to our talk today about this same question:

As I have stated to you, my inclination is, after going over the report submitted to me by our Mr. Stevens and Mr. Thian, to work with you in devising some plan that will justify you in bidding for this timber. It seems not improbable that it may be possible to reach the timber in question from a branch which might be constructed from our Dixon Branch. Such a branch, if constructed, would take off from the Dixon Branch in the vicinity of Charlo and extend northwesterly along the Little Bitter Root, and your logging railroad might make connection with this branch at some point near the mouth of Warm Springs Creek. It seems from the more or less cursory examination which we have thus far made, that this means of reaching the timber in question might well have advantages over a logging road to be constructed by you directly into the timber from the north bank of the Flathead River at Perma. I say that this means might have some advantages and, of course, do not profess to say at this time that it would, because our investigation thus far has not been sufficiently careful to justify me in hazarding an opinion one way or the other. I can and do say, however, that, if you acquire this timber, we will undertake to provide you with means of access to it, either by the construction of a branch such as the one indicated, or by building a bridge to cross the Flathead River at Perma, as requested by you. If such a bridge were built, it would doubtless be necessary to lease it to you on some fair terms so as to deprive it of any possible suggestion of being a common carrier, or in any way affiliated with a common carrier; and so as to enable you to make delivery of your logs to us at Perma on the south bank of the river.

I understand from you that, while it will be necessary for you to submit bids by the twenty-sixth of this month,

actual operations in this unit need not be commenced for three or four years, so that both you and ourselves will have plenty of time in which to canvass the whole situation and determine upon what is the best course to take.

Very truly yours,

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

56

On Train 3, Rocky Mountain Division,
June 3, 1928. D1

Mr. J. G. Woodworth,
Vice President.

Herewith I enclose copy of a report from Mr. Stevens and Mr. Thian, regarding construction into the territory north of Perma, Montana; also copy of a letter which I have this day written to Mr. Polleys, of Missoula; also copy of a letter which I have just written to Mr. Stevens.

I wish you would kindly have steps taken promptly to make a careful traffic survey of the Little Bitter Root country, and submit a report as to whether the construction of a branch line from our Dixon Branch into this territory would be justified.

(Signed) CHARLES DONNELLY.

encl.

57

On Train No. 3,
Rocky Mountain Division,
June 3, 1928. D1

Mr. H. E. Stevens,
Chief Engineer.

Mr. Thian and I talked with Mr. Polleys this evening, and I enclose herewith copy of a letter which I dictated in his presence and signed and gave to him.

I have been much impressed with your report and that of Mr. Thian regarding the possibilities of construction from our Dixon Branch along the Little Bitter Root and thence possibly around by Lake McGregor into the Thompson River country. I am clear that the matter is deserving of very careful examination and consideration, and I wish that at your early convenience you would take steps to have a careful reconnaissance made and report submitted.

I am writing Mr. Woodworth today asking him to go into the situation from the traffic standpoint.

(Signed) CHARLES DONNELLY.

encl.

58

Billings, Mont., June 3, 1928.

B. O. Johnson,
St. Paul

Spoke to Williamson yesterday about car for Carroll. He suggested Stevens' car might be available. Please talk with Williamson and Stevens on their return and advise me.

Charles Donnelly.

59

St Paul June 3 1928

Charles Donnelly
Care Car Yellowstone Train No 3 Third
Montana Division

Rains and showers Glendive to Missoula past twenty-four hours

No rain east of Glendive  Passenger trains on time  No accidents.

B O Johnson

845am

40

St Paul June 4 1928

Charles Donnelly
Care Car Yellowstone
Pasco Wn

Passenger trains on time No accidents Aside from light showers between Glendive and Bozeman weather clear over entire line.

B O Johnson

61

Paid

955am

St Paul Minn June 4 1928

John A Savage
Care Blackstone Hotel
Chicago Ill

Yours third Mr Donnelly reaches Seattle tonight Expects remain there balance week If you will let me know your address will advise you if any change.

B O Johnson

Charge NPRyCo
Executive Dept

900am 67

St Paul June 4 1928

Charles Donnelly
Care Car Yellowstone
Pasco Wash

Mr Savage wires you Quote Please wire Blackstone your address balance week End Quote Have replied that you would remain Seattle balance week and asked Mr Savage to let me know his address so could advise him if you change your plans.

B O Johnson

1165am

6B

St Paul June 4 1928

Charles Donnelly
Care Car Yellowstone
Pasco

Talked to Messrs Williamson and Stevens this morning about business car for Carroll Mr Stevens had arranged to go to Spokane shortly and discuss Orofino contract matters with Twohy Brothers and Murray of the Union Pacific This trip can be cancelled and conference instead held in St Paul if Stevens car sent to Washington but be better if held in Spokane Under circumstances do you want Stevens car to be sent.

B O Johnson

64

St. Paul, Minn., June 4, 1928.
K2

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

I attach copy of a letter from Mr. E. L. McAdam, of the St. Paul Association, about the Sixth Street sign.

(Signed) B. O. JOHNSON.

encl.

Mr. Donnelly:

This refers to the electric sign at the west end of the Sixth Street bridge, St. Paul. My understanding is that Mr. Woodworth told you about this some time ago. Presume you will want to acknowledge Mr. McAdam's letter. The sign has created much favorable comment indicating it is serving the purpose for which it was constructed.

(Signed) B. O. JOHNSON.

65

St. Paul, Minn., June 4, 1928.
K2

Mr. J. C. Simonton,
Assistant to General Traffic Manager.

Please see my memorandum of May 26 to Mr. Clark about solicitation which reached us for some advertising in a special edition of the Duluth Herald.

The Milwaukee and Soo Line have already written Mr. Hanson declining to take such subscription. I presume we should do the same thing. Will you advise please?

(Signed) B. O. JOHNSON.

June 4, 1928.
K2

Dear Mr. Adams:

I am glad to get your letter of June 2 about the Deerwood highway matter, but I am still curious to know what the County Commissioners did at their meeting on June 2, concerning which I wrote you on June 2. Will you advise please?

Yours very truly,

(Signed) R. O. JOHNSON

Mr. Robert M. Adams,
Care Robert M. Adams Company,
Fidelity Building,
Duluth, Minnesota.

300pm 47

St Paul June 4 1928

R W Clark
Care Car 11
Train 3 Fourth
Pasco Division

We are telegraphing estimated operating revenue details for May to Mr Donnelly and presume you will see it In meantime fourth week May freight increased seventeen percent passenger decreased thirteen percent total eleven percent Total increase May all revenues six and onehalf percent.

B O Johnson

68

Paid

330pm

St Paul Minn June 4 1928

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

Yours date Engine Minnetonka was one of first four locomotives purchased by Northern Pacific Railroad July eighteen seventy Weighed fourteen tons in working order with ten by sixteen inch cylinders.

Charles Donnelly

Charge NP RyCo
Executive Dept

Mr. Donnelly:
To note.

530pm 69

St Paul June 4 1928

Russell H Dick
Care Car Yellowstone
Seattle

Forwarding pouch on train one tonight addressed on line west Check deposit will be made tomorrow.

A M Gottschald

70

St. Paul, Minn., June 4, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

Returning papers, and particularly with reference to Mr. Stetekluh's comments about fuel performance.

As stated by Mr. Stetekluh, so long as one is certain that quality of fuel remains the same on a railroad for a given period of time, then pounds of coal per 1000 gross ton miles certainly measures efficiency of the fuel burning department. When a railroad changes its kind of coal as we have done in the last five years, then such figures become rather distorted and it is necessary then to measure efficiency on a dollar basis.

As a matter of fact, some figures happen to be before me which are of interest along these lines. In 1920 we moved a certain business at a fuel cost of $13,049,000. We moved approximately the same volume in 1927, after we had changed to a cheaper grade of fuel over much of our line, for $8,321,000.

Incidentally, it is interesting to see Mr. Stetekluh indicating an interest in this very important subject.

(Signed) B. O. JOHNSON.

encl.

71

June 4, 1926.

K2

Dear Mr. Hanson:

Acknowledging receipt of your letter of May 24.

We have so many calls made upon us for advertisements in special editions similar to the one which you propose that we have simply been forced to decline to engage in this form of advertising. We appreciate that the special edition which you will publish early in July will undoubtedly have wide circulation, but, as stated above, we cannot take advertising in your issue unless we are willing to do the same with other newspapers. This we feel we can hardly do. I am sorry we cannot therefore take the space which you request.

Yours very truly,

(Signed) E. C. JOHNSON

Mr. M. P. Hanson,
Chairman of the Board,
The Duluth Herald,
Duluth, Minnesota.

cc-Mr. G. R. Martin
Mr. G. W. Webster
Mr. Charles Jensch
Mr. J. H. Foster

June 4, 1929.

TO WHOM IT MAY CONCERN:

This letter will serve to introduce Mr. C. A. Christofferson, Signal Engineer of the Northern Pacific Railway Company, with headquarters at St. Paul, Minnesota, U. S. A.

Mr. Christofferson has served as Signal Engineer on our line for some nineteen years, during which time over 2,000 miles of automatic block signaling and some 200 miles of automatic train control have been installed.

Mr. Christofferson is taking trip which he is enjoying in order to get a well earned rest from his work, and at the same time is examining into signal practices in countries other than our own. We should be glad to have the opportunity to reciprocate any favors which you feel you may extend to him.

Sincerely,

[illegible] L. O. JOHNSON

Ellensburg, June 4, 1928.

H. E. Stevens,
St. Paul.

13

Referring to Johnson's telegram to me about business car for Carroll. Can you not cover Spokane trip to discuss OroFino contract and get through in time to make car available at Chicago for Carroll June twenty-first? He will require it only about ten days.

Charles Donnelly

74

On Train No. 3,
Pasco Division,
June 4, 1928. D1

Mr. J. H. Poore,
Executive Assistant.

I think when I told you to withhold delivery of the lease referred to in this memorandum I was under some misapprehension about the situation.

In talking with Mr. Clark and Mr. Burnham today it seems clear this has nothing to do with the Mark Reed controversy, and I see no reason why this lease should not be delivered.

(Signed) CHARLES DONNELLY.

encl.

16

St. Paul, Minn., June 4, 1928.
K2

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

Your memorandum written on Train 3, June 1, about design of carpet for the new business car.

I looked over carpet samples and personally came to the conclusion that because of the fact that imitation leather with a green background, and old observation car chairs with green facing which will be used in this car, that it would be in better taste to use our standard green carpeting. I am afraid we might have trouble picking out some neutral tinted design of carpet that would harmonize properly, - at least that is the impression which examination of samples made on Mr. Endicott and myself. What do you think?

(Signed) B. O. JOHNSON

76

St. Paul, Minn., June 4, 1928.
K5

Mr. B. W. Scandrett,
General Solicitor.

Referring to your letter of May 22:

Mr. Bunn has executed and I return contract between the Railway Company and T. B. Klock and wife which relieves the Railway Company from liability in connection with the diversion of certain drainage in consideration of our agreeing to construct a certain culvert pipe across the Klock property.

The copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY P

encl.

cc-Mr. R. H. Relf

77

St. Paul, Minn., June 4, 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 January 1928.

Encl.

78

June 4, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of Mr. Onslow's statement covering express operations during the month of January 1928.

Very truly yours,

Encl.

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

79

June 4, 1928.
9-6

My dear Mr. Elliott:

Coal shipments for the week ending June 2 were as follows:

| | Roslyn | Red Lodge | Colstrip |
|---|---|---|---|
| May 28 | 3585 | 2514 | 1065 |
| 29 | 3929 | - | 3768 |
| 30 | 278 | - | 4306 |
| 31 | 2669 | 1262 | 4261 |
| June 1 | 2070 | - | 3775 |
| 2 | 1012 | 532 | 1264 |
| Total - | 13544 | 4308 | 18439 |

The total shipments from all mines was 36,291 tons, an average of 5,184 per calendar day.

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

Very truly yours,

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

80

St. Paul, Minn., June 4, 1928.
C-6

Mr. F. E. Williamson,
Vice President.

I enclose herewith statement of AFE's approved for the SP&S and affiliated companies during the first quarter of 1928. After noting, kindly pass to Mr. R. H. Relf for filing.

(Signed) CHARLES DONNELLY

Encl.

81

St. Paul, Minn., June 4, 1928.
S-6

Mr. R. H. Relf,
Assistant Secretary.

Herewith for filing in your office, list of contracts entered into by the SP&S and affiliated companies, with copies thereof, during the period January 1 to March 31, 1928, this for the records of the Executive Committee in Saint Paul.

(Signed) CHARLES DONNELLY

Encl.

82

June 4, 1928.
S-3

My dear Mr. Hamilton:

Mr. Frank L. Polk, one of our directors in New York, with his family is planning a trip to the Pacific Coast and return, leaving New York June 21. I am putting Northern Pacific business car Yellowstone at his disposal for this trip, and if it is agreeable I would like to arrange for the deadhead movement of the car Chicago to New York on one of your trains, to be there June 20. Mr. Howard Elliott, Chairman of the Northern Pacific in New York, is arranging with Mr. Atterbury for movement of the car occupied by Mr. Polk and members of his family on June 21 for Chicago.

Will you please let me know if it will be agreeable to arrange the deadhead movement as indicated, and on what trains the movement will be made? Car will reach Chicago via the Burlington.

Very truly yours,

Mr. T. B. Hamilton, Vice President,
Pennsylvania Railroad,
Chicago, Illinois.

83

St. Paul, Minn., June 4, 1928.
S-3

Mr. F. W. Sweney,
Comptroller.

For your information, the Northern Pacific and Great Northern on February 16 authorized Mr. Turner, of the SP&S, to subscribe $5000 on behalf of the three companies to the Portland Chamber of Commerce budget for 1928. This will be your authority to accept bill from the SP&S for one-third of this amount.

(Signed) CHARLES DONNELLY

84

June 4, 1928.
S-3

Dear Sir:

I have received your letter of June 1 about the use of refined steel. I am giving the information to our operating and engineering department officers for their information and consideration.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. B. F. Hardesty, President,
Refined Steel Company,
Clark Building, Pittsburgh, Pa.
cc--

Mr. F. E. Williamson,
Vice President.
With Mr. Hardesty's letter.

85

June 4, 1928.
8-3

Gentlemen:

Your inquiry of May 28 addressed to the Gilmore & Pittsburgh Railroad Company at Armstead, Montana, asking for a copy of the annual report of that company for the year 1927, has been referred to this office.

The Gilmore & Pittsburgh Railroad Company is a subsidiary of the Northern Pacific, but it does not issue an annual report.

Very truly yours,

(Signed) CHARLES DONNELLY

Kuhn, Loeb & Company,
52 William Street,
New York City, N.Y.

8 6

June 4, 1928.
S-3

Dear Sir:

Answering your letter of May 31:

I think I can do no better than to send you the attached pamphlet which outlines briefly the important facts about the plan for unification of the Northern Pacific Railway Company, Great Northern Railway Company and Spokane, Portland & Seattle Railway Company.

Very truly yours,

(Signed) B. C. JOHNSON.

Mr. J. D. Osborn,
Assistant to President,
Pence Automobile Company,
Minneapolis, Minnesota.

87

St. Paul, Minn., June 4, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

With prompt return of the attached letter of May 31 from Mr. Elliott, with enclosures from Mr. Lowell White of the Atlantic Coast Line, will you please furnish me with information requested by Mr. White insofar as you are able to give it?

(Signed) CHARLES DONNELLY

Encl.

88

St. Paul, Minn., June 4, 1928.
8-3

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

Attached is copy of a letter from Mr. John F. Carlson dated May 31. I do not suppose we would be interested in any pictures at a cost within the range of the amount stated in his letter, and I doubt if we would be interested in the kind of an arrangement that he suggests. Your views will be appreciated.

(Signed) B. O. JOHNSON.

Encl.

89

June 4, 1928.
S-3

Dear Sir:

Your letter of May 31 to Mr. Donnelly is received during his absence on the Pacific Coast. It will be called to his attention at the first opportunity.

Very truly yours,

(Signed) B. G. JOHNSON.

Mr. John F. Carlson,
820 Third Place,
Plainfield, New Jersey.

90

St. Paul, Minn., June 4, 1928.
S-3

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

Answering your letter of May 22:

We have tried to prevail upon Mr. Budd's office to go along with the painting of the cornice of the entire building but they adhere to the position taken by Mr. Welch. I agree with you that we should not longer delay the painting of the cornice on our part of the building, and you are authorized to go ahead, at an estimated cost of $940. I think we should follow the same color scheme with which the cornice was originally painted so that the contrast between the two sides of the building will not be unnecessarily conspicuous.

(Signed) E. O. JOHNSON.

91

5:00 PM
PAID

St Paul June 4 1928
E-8

Walter L Browne
The Gazette
Billings Mont

Mailing you tonight train number one set of photographs for your page from which mats are to be made for distribution by you in Montana according to our understanding Please wire me as soon as mats go out

F W DeGuire

Charge Nor Pac Exec Dept

92

St. Paul, Minn., June 4, 1928. A8

Dear Mr. Spracklin:

Your letter May 29, File 104-A:

Thank you for the tear sheet from the Los Angeles Evening Express of May 22, carrying the feature story on Dan Hungate. This was a good piece of work and should react favorably on the Northern Pacific.

I am glad you have arranged for feature stories on Mr. Melaney. I can understand some of the difficulties in making a tie-up for Mr. Melaney with the motion picture people; also in obtaining newspaper publicity. Doubtless Los Angeles is as difficult a place to "break into print" as any, but we have succeeded in getting Mr.Melaney over in some of the hardest of them. I hope you will continue enthusiastically to get him across in Los Angeles.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. C. Spracklin, General Agent,
Northern Pacific Railway Company,
Los Angeles, Calif.

93

St. Paul, Minn., June 4, 1928. A8

Dear Mr. Berry:

Thank you for the clipping which was attached to your letter of May 31, File R Melaney. Your fine co-operation is appreciated.

Yours very truly,

(Signed) E. W. DeGUIRE

Mr. F. J. Berry, General Agent,
Northern Pacific Railway Company,
Spokane, Washington.

9.4

St. Paul, Minn., June 4, 1928. A8

Dear Sir:-

Your letter June 2:

I have read with much interest your letter of May 28 to Ticket Agents, carrying excerpts from the Railroad Telegrapher Magazine's article on the Northern Pacific. I agree with you that the illustration is apt and attractive. There should be good reaction from your effort.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. H. M. Fletcher,
Asst. General Passenger Agent,
Northern Pacific Railway Co.,
560 Fifth Avenue,
New York, N. Y.

95

St. Paul, Minn., June 4, 1928. A8

Dear Mr. Roddy:

Your letters May 28, File R-1517:

I have today directed that a voucher be drawn in the sum of $4.30 for the "News Letter" to cover the cost of the halftone of Howard Melaney, and it will be received by Mr. F. A. Marriott, Publisher, in due course. Will you please send me the cut when it has served the "News Letter's" purpose.

Thank you for sending me a copy of the "News Letter" and I will await with interest the appearance of the Melaney story and the Cody Road cover picture, as well as the article you prepared.

Regarding Mr. Melaney's hotel reservation: I think it would be well to reserve a room if possible for Mr. Melaney at the hotel at which Mr. D. B. Robertson, President of the Locomotive Firemen and Enginemen, will be located; possibly at the St. Francis or the Palace. Mr. Melaney can be reached at any time by wiring me. He will write or wire you in ample time advising you on just what train he will arrive at San Francisco, and if you or one of your people can meet him, we will appreciate it.

With your fine co-operation I feel confident that Mr. Melaney will go over well in San Francisco.

Very truly yours,

(Signed) F. W. DeGUIRE

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

96

St. Paul, Minn., June 4, 1928. A8

Dear Mr. Ellsworth:

Thank you for the photographs taken by Mr. Corbet. The ones you sent me will be kept in our files.

Yours very truly,

Mr. H. H. Ellsworth,
Agent, N. P. Ry. Co.,
Fargo, N. D.

97

St. Paul, Minn., June 4, 1928. A8

Dear Mr. Coman:

Your letter May 31:

I am sure that you will obtain some good publicity for us on the Veterans Association meeting at Tacoma June 18 through Strang and Prosser.

Yours very truly,

(Signed) F. W. DeGUIRE

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

Western Union Telegram

98

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

Estimated earnings fourth week May in thousands:

| | | | | |
|---|---|---|---|---|
| Freight | 2006 | increase | 297 | or 17.4% |
| Passenger | 288 | decrease | 44 | or 13.2% |
| Miscellaneous | 214 | decrease | 6 | or 3% |
| Total | 2508 | increase | 247 | or 10.9% |
| Total for month | 7652 | increase | 457 | or 6.4% |

For the month cars loaded locally 63,594 increase 3073 accounted for as follows:

| | | |
|---|---|---|
| Increases: | Grain | 730 |
| | Merchandise | 451 |
| | Livestock | 396 |
| | Forest Products | 273 |
| | Logs | 2016 |
| Decreases: | Coal | 313 |
| | Miscellaneous | 480 |

Received from connections 16,268 increase 987 accounted for as follows:

| | | |
|---|---|---|
| Increases: | Lake Superior Divn | 346 |
| | St. Paul | 232 |
| | Dakota | 84 |
| | Yellowstone | 6 |
| | Montana | 55 |
| | Idaho | 137 |
| | Tacoma | 424 |
| Decreases: | Fargo | 19 |
| | Rocky Mountain | 34 |
| | Pasco | 28 |
| | Seattle | 216 |

Grain loading eastern district increased 1032 cars received from connections decreased 165 cars. Grain loading western district decreased 302 cars received from connections decreased 164 cars.

Fruit loading this year 420 cars compared with 377 last year received from connections 667 cars compared with 659 last year.

98

Potato loading this year 1130 cars compared with 847 last year received from connections 98 cars compared with 179 last year.

Ore loading Lake Superior Division 1575 cars compared with 2836 last year.

Weather during last week generally cool with temperatures ranging somewhat below normal over entire system Had light rainfall in territory Fargo and Dakota Divisions, Dickinson to Missoula, at Spokane and along west coast also on Park Branch and new Redwater Branch On May twenty-eighth had slide between Sphinx and Corwin on Park branch which was cleared and track repaired for service May thirtieth On May twenty-sixth experienced trouble between Donald and Perma on Paradise line due to highwater and necessary detour trains via low line Track was repaired and in shape to handle trains May thirtieth.

Charles Donnelly

99

x

Paid

4.05 PM

St Paul Minn June 4 1928

J L Haugh
Assistant to President
Union Pacific System
Omaha Nebraska

Your letter twenty ninth Will see you in Omaha on Friday eighth if that day convenient to you.

J H Poore

Charge Nor Pac Ry Co
Exec Dept

100

St. Paul, Minn., June 4, 1938. A4

Mr. F. E. Williamson,
Vice President.

Referring to your letter of the 23rd ultimo:

Last year we sold two "T" engines to the M&I at a price of $5,000 each, and I suspect that Mr. Gemmell will expect to purchase engine No. 2349 at that price. Except for the fact that we did make the $5,000 price last year, I do not think there is any reason for going below the $7,500 price which you recommend.

To aid us in discussing this matter with Mr. Gemmell, will you please let me know the amount of runout mileage on the "T" engines sold last year, and in figuring this mileage, take into account the fact that we credited against the purchase price the rental which had been paid during that shipping season. Runout mileage should, therefore, be figured from the date those engines were turned over to Mr. Gemmell on a rental basis.

(Signed) J. H. FOORE

101

June 4, 1928. AS

Dear Mr. Bill:

Thank you for the new edition of the North Dakota Historical Quarterly. The chapter, "Steamboating on the Red River of the North", written by you, is very interesting. We will preserve these two books in our files.

Yours very truly,

Encd, F. W. DeGUIRE

Mr. Fred A. Bill,
1623 Van Buren Street,
St. Paul, Minn.

102

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

Mr. F. E. Williamson,
Vice President.

I attach letter I have received from Mr. Coman in which he recommends increases to certain employes of the Walla Walla Valley Railway Company. Do you see any objection to approving Mr. Coman's recommendation?

(Signed) CHARLES DONNELLY

encl.

103

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

Mr. H. E. Stevens,
Chief Engineer.

I attach some papers which Mr. Donnelly has received from Mr. Holden with respect to the reorganization of the Western Group, Presidents' Conference Committee. With prompt return of these papers, will you please advise me if you have any comments or suggestions to make.

encl.

104

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

Dear Mr. Gemmell:

I have your letter of the 2nd instant, in regard to passenger engines in pool service.

We will let the $19.00 rate stand for "P" engines with the understanding that the "Q" engines will carry rental based on one mill per pound of tractive effort.

I will take up with Mr. Williamson the question of the price at which we will be willing to sell "P" engine No. 254 and will advise you later.

Yours very truly,

(Signed) E. O. JOHNSON

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

105

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 22, 1928, in regard to use of "Q" engine in passenger service on the M&I and BF&IF:

At the present time Mr. Gemmell pays a rental rate of $19 per day for "P" engines and that rental is distributed between the M&I and BF&IF on the basis of train mileage made on each line. I will advise Mr. Gemmell that we will allow that rate to stand for "P" engines used in pool service, and that the "Q" engine will be rented to him on the basis of one mill per pound of tractive effort per day.

I shall be glad if you will please advise Mr. Sweney the date on which this engine was actually turned over to the M&I so that he will be in a position to render rental bills.

Mr. Gemmell advises me that the "P" engine which he would like to purchase is No. 254. Will you please let me know the price you think we should charge the M&I for this locomotive.

(Signed) B. O. JOHNSON.

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

106

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

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

I have your letter of the 1st instant, in regard to Form 202, covering increases in excepted positions in the Right of Way Department at Seattle. Of course, under the President's instructions with respect to increases now being granted to excepted positions as a result of the increases granted to schedule positions, Mr. Alexander's name should not be included on the 202. I have therefore stricken it and return the 202 herewith.

(Signed) J. M. Hyde

cc-Mr. J. L. Watson.

107

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

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

I have your letter of the 31st ultimo, in regard to Form 202 covering increases to excepted positions in the Right of Way Department, St. Paul.

I think Mr. Thames should be granted the increase of $10.00 which applies to positions carrying a rate of more than $235.00 per month. His last increase was granted six months prior to May 1, 1928, and I think that we should assume the President's instructions will not prohibit him from receiving this increase.

(Signed) J. M. PUORE

108

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

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

Replying to your letter of the 31st ultimo, in regard to excepted positions in the Dining Car Department:

I think increases should be granted to the two dining car instructors.

(Signed) J. H. POOR

June 4, 1928.
S-3

My dear Mr. Elliott:

Herewith third copies of the following Pasco Division AFE's:

| | Est. Net Expenditure | Capital Account |
|---|---|---|
| ED No. 68 - Replace present pile bridge 117 with five-span reinforced concrete trestle near Mesa - | $ 7,670 | $ 6,330 |
| ED No. 69 - Replace pile bridge No. 122 with standard reinforced concrete trestle near Mesa - | 6,460 | 5,120 |
| ED No. 70 - Replace pile bridge No. 63 with standard reinforced concrete trestle near Satus - | 6,440 | 5,270 |
| ED No. 71 - Replace pile bridge No. 64 with standard reinforced concrete trestle near Satus - | 9,710 | 6,580 |

This work is part of a program that we have been following in replacing timber bridges on the First and Second Districts of the Pasco Division, and the four bridges covered by these AFE's constitute the program for 1928. They are covered by the 1928 budget, and I recommend formal approval by the Committee or Board.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

110

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

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

Replying to your letter of the 1st instant, in regard to proposed lease to Elizabeth O'Brien and Ener Peterson of part of Lot 2, Block 3, Havermale's Addition to Spokane:

I think it is all right for you to advise these parties that subject to approval of our Board we will make a new lease which will run until 1965, with the understanding that the rental which is now paid under the present lease will be continued to the expiration date of that lease, and that thereafter the rental will be figured on our usual basis with revaluation periods each five years.

(Signed) CHARLES DONNELL

111

St. Paul, Minn., June 4, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of June 2, and have signed and return herewith one copy of industrial track agreement with the Associated Oil Company covering spur at Yakima. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY.

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

112

St. Paul, Minn., June 4, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of June 2 and returning proposed contract with the Electric Railweld Service Corporation covering the welding of rail joints on the Montana and Pasco Divisions:

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

(Signed) CHARLES DONNELLY.

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

113

St. Paul, Minn., June 4, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of May 29 transmitting Saint Paul Division AFE ED No. 30 covering relocation of spur for Aaron Carlson, Minneapolis:

This AFE has been approved, and I have signed and return herewith one copy of the industrial track agreement. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

114

June 4, 1928.
S-6

Dear Sir:

Referring to your joint letter of May 31, enclosing United Railways AFE E-1889 for replacing bridge U-42-1 over Rock Creek, 1.4 miles west of Vernonia, Oregon, at an estimated cost of $7,240:

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

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

St.Paul, Minn., June 4, 1928.
E-8

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

Herewith are 50 mats and story from which you will please prepare 50 copies. One copy and one mat should be sent as soon as possible to the papers contained on the attached list.

(Signed) F. W. DeGUIRE

Enclo

116

St.Paul, Minn., June 4, 1928.
E-8

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

The attached file regarding Major Welch and the proposition to move the Indian "Shrine" to our station grounds at Mandan:

I have talked this subject over with Mr. B. O. Johnson and we feel that at this time we are not prepared to go into this.

(Signed) F. W. DeQUIRE

Enclo

117

St. Paul, Minn., June 4, 1928.
K2

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

In line with our talk about the white cement deposit near Gardiner, I wrote Mr. Adams on May 31 and received a reply from him dated June 1, copies of which are attached and which are self-explanatory.

If Southwick has an option in some privately owned deposit near Gardiner, and if Mr. Adams has a similar interest in some other deposit, I see no reason why each of these outfits cannot ship an experimental carload of this white lime stone east for calcining and test. My judgment would be that we should act rather impartially, so far as these two conflicting interests are concerned, in the hope that one of them may lead us some where in the way of development. Do you agree with such position.

Copy of this letter and attached correspondence to Mr. Hughes for his information.

(Signed) B. O. JOHNSON.

encl.

cc-Mr. J. M. Hughes

116

St. Paul, Minn., June 4, 1928.
K2

Mr. F.E. Williamson,
Vice President.

Referring to your letter of June 2 about arrangement with the Northern Refrigerator Car Company for the cleaning of refrigerator cars at Parkwater, Washington:

I can see no objections to the arrangement as propcsed and this will be your authority to file with the Assistant Secretary the exchange of letters between Messrs. O'Hara and McCauley as constituting a contract between the Railway Company and the Refrigerator Car Company.

(Signed) CHARLES DONNELLY

cc-Mr. R. H. Relf

119

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

Mr. F. W. Sweney,
Comptroller.

Referring to attached:

When Mr. Williamson advises you the date on which this "Q" engine was turned over to the M.& I., will you please arrange to bill against that company for rental on the basis of one mill per pound of tractive effort per day.

(Signed) B. O. JOHNSON.

encl.

100pm

120

St Paul June 5 1928

Charles Donnelly
Care Car Yellowstone Seattle Wn

About Eastern coal purchase You will recall first informal contact between GN ourselves and coal operators resulted in tender from operators of four twenty per ton for Fairmont mine run other grades in proportion whereas two railroads offered four dollars Elliott and Plechner of GN completed discussions this morning with Saunders Smith and Kendrick and price of four naught five per ton Fairmont mine run other grades in proportion agreed upon This compares with four forty basic price 1927 and four naught five basic price 1926 Youwill recall dock operators expressed much dissatisfaction over the 1926 price but from what I see of situation here they seem reasonably well satisfied with this four naught five price this year Mr Budd approves for GN Think Elliott has done very well on this Please wire if has your approval Next will come sending out formal inquiries then receipt of bids and finally negotiations with Traffic Dept as to distribution of order Expect have this distribution allotment ready for you when you are here on eighteenth.

B C Johnson

St. Paul, Minn., June 5, 1928.

K5

Dear Mr. Gemmell:

I hand you herewith two approved copies each of BF&IF AFE's ED Nos. 534, 535 and 536. Copies have been furnished to the Comptroller and Chief Engineer.

Yours very truly,

CHARLES DONNELLY

W

encl.

Mr. W. H. Gemmell, President,
Minnesota & International Railway,
Brainerd, Minnesota.

cc-Mr. F. W. Swency
Mr. H. E. Stevens

132

June 5, 1928.
K5

Gentlemen:

The question of continuing our support in carrying on the work of eradicating tuberculosis in cattle and other livestock is again brought to our attention for approval covering the year beginning May 16, 1928. We feel that this work should be encouraged and we are willing to continue our support along the same lines as in the past.

Will you kindly advise what action will be taken on behalf of your company?

Yours very truly,

[redacted]

W

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

Mr. C. T. Jaffray, President,
M. St. P. & S. Ste. M. Railway Co.,
Minneapolis, Minnesota.

Mr. W. H. Bremner, Receiver,
Minneapolis & St. Louis Railroad,
Minneapolis, Minnesota.

123

St. Paul, Minn., June 5, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Will you please arrange to have car 1, occupied by Mr. J. M. Hughes, added to train No. 3 due to leave St. Paul Wednesday morning, June 6, for Missoula.

(Signed) CHARLES DONNELLY

cc-Mr. J. M. Hughes

310pm

124

St Paul June 5 1928

Charles Donnelly
Care Car Yellowstone
Tacoma Division

Message about plans received and understood.

B O Johnson

125

St. Paul, Minn., June 5,1928.
K2

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

Referring to your memorandum to Mr. Donnelly of May 26 discussing possible extension of the Redwater Branch west of Brockway:

This was discussed between yourself and Mr. Donnelly so I am returning your file herewith.

(SIGNED) E. O. JOHNSON.

encl.

126

June 5, 1928.
K2

Dear Sir:

Your letter of June 4 asking for certain information about St. Paul products:

You will find answer for the Northern Pacific attached.

Yours very truly,

(Signed) E. O. JOHNSON.

encl.

Mr. E. L. McAdam,
Industrial Director,
The St. Paul Association,
St. Paul, Minnesota.

500pm

127

St Paul June 5 1928

Russell H Dick
Care Car Yellowstone
Tacoma Divn

Forwarding pouch number four train one tonight addressed on line west.

A M Gottschald

On line in Washington,
June 5, 1928. DI

Dear Mr. Reed:

I was absent in the east when your letter of May 17 about the water-front lease at Everett was received, and the matter was not brought to my attention until my return on May 28. I went carefully into the question then, and as I expected to leave in a few days for the coast, I decided to delay my answer to your letter until I could talk with our west end people. Today I have discussed the whole question with them, and they have told me of their talk with Captain Ramwell and yourself. By an arrangement made with the Builders' Supply Company, the two small tracts, one covered by Lease No. 40677, and the other forming a part of the property covered by Lease No. 41381, have been withdrawn from the lease to the Builders' Supply Company, and these two tracts will be leased anew to the American Tugboat Company on satisfactory terms. From the outset they were careful to protect by reservations in the lease, access by the American Tugboat Company to its sand and gravel bunker.

The negotiations for the lease of the property to the Builders' Supply Company were conducted by our Western Right-of-Way Agent, Mr. V. E. Williams; and the lease he proposed to give was approved by our western officers, and was submitted to headquarters with a recommendation that it be executed and delivered, and it was executed and delivered. At no time during the negotiations, or prior to the delivery of the lease, did anyone connected with the Northern Pacific know that you were in any way interested in the American Tugboat Company. The lease was submitted to headquarters as involving a simple proposition by which property owned by us and held under temporary leases at a very low rental by tenants who gave us no traffic, would be put in the possession of one who would pay us a substantially increased rental and insure some traffic to us. Thus presented, there could be only one answer to it; and that was the answer which was given in the execution and delivery of the lease.

Our west end officers are fully aware of the cordial relations between you and the Northern Pacific, and had any

one of them known that your interests would be affected prejudicially by what was proposed, they might have hesitated to recommend it at all; or, if they recommended it, they would certainly have recognized the importance of drawing my attention to your interest in the matter; and I need scarcely say to you that I would not in this or any case authorize any action by which your interests might be affected, without first going thoroughly into the question with you.

As the matter stands, therefore, I can only express my regret that we have unwittingly taken a step which is displeasing to you; but I do not believe that our western officers are in any way to blame, because, on the facts as they knew them, it was simply a case of putting property, held at a low rental, by an unfriendly interest, into the possession of one who, while paying a much higher rental, would also make some use of the Northern Pacific's transportation service.

I had hoped to see you while on the coast; but Mr. Coman tells me you are going to the Kansas City Convention June 7. I shall be here, however, for the next ten days, and perhaps you will have returned before I start east.

With personal regards, believe me

Sincerely yours,

(Signed) CHARLES DONNELLY.

P

Mr. Mark E. Reed,
President, Simpson Logging Co.,
1009-11 White Building,
Seattle, Washington.

St. Paul, Minn., June 5, 1928.
S-3

Mr. J. M. Hughes,
Land Commissioner.

Answering your letter of June 5:

I approve of your releasing the mineral reservation in the SW¼NW¼ of section 15-135N-42W, Ottertail County, Minnesota, sold several years ago to Mr. George H. Smitton.

x

134

Frank 6

Seattle, Wash., June 5, 1928.

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

I will be in Portland tomorrow and probably for the balance of the week and can be reached through Northern Pacific offices there in American Bank Building.

Charles Donnelly

131

At Seattle, Wash.,
June 5, 1928. D1

Dear Mr. Cooper:

Your letter of yesterday was received this morning.

Mr. Arnett is certainly mistaken in saying that I had stated I would be in Seattle this week and had expressed a willingness to address the Board. I enclose a copy of his letter to me and of my reply. As I stated in my letter, I was to be on the coast this week and hoped to be able to attend the meeting on Friday, but I find this morning that I must go to South Tacoma, whence I must go directly to Longview and to Portland; and I will not be able to get back to Seattle before the first of next week.

I regret very much my inability to be present on Friday, as I have been deeply interested in the work of these Boards from the time when they were organized.

I hope to see you and Mr. Arnett on my return to Seattle early next week.

Very truly yours,

Mr. A. W. Cooper,
General Chairman,
Pacific Northwest Advisory Board,
Portland, Oregon.

Portland, Ore., June 5, 1928.

B. O. Johnson,
St. Paul

132

Your wire about eastern coal. Approve basic price of four dollars five cents per ton Fairmont mine run other grades in proportion.

Charles Donnelly

Portland, Ore., June 5, 1928.

B. O. Johnson,
St. Paul

133

Send following reply to Ballou quote Regret that it will be impossible for me to attend Express Committee meeting June fifteenth. End quote.

Charles Donnelly

Portland,Ore.,June 5, 1928.

B. O. Johnson,
St. Paul

Please wire Mr. Elliott as follows quote Polk wires me that he does not expect to leave until June twenty-third. Will this make any change in date of his return of car to New York or prevent me from carrying out my plans to start west from New York with Chief Justice Kennedy about the sixteenth or seventeenth of July? End quote.

Charles Donnelly

Portland, Ore., June 5, 1928.

H. E. Stevens,
St. Paul

135

Your wire date. I had none of correspondence with me and was evidently mistaken in saying that car was to be in Chicago June twenty-first. If you can without inconvenience arrange your plans so as to make car available for Carroll in Washington by June twenty-first please do so.

Charles Donnelly

Portland,Ore., June 5, 1928.

B. O. Johnson,
St. Paul

134

See my exchange of wires with Stevens about his car. Will you please advise Carroll of the arrangements that have been made.

Charles Donnelly.

137

June 5, 1928.
S-3

Dear Mr. Gay:

Mr. Sweney's office is sending you today one dozen printed copies of the 1927 annual report; the remainder of your supply will follow by express.

I presume Mr. Elliott will follow his practice of the past few years in giving out an interview on the report, and I wish you would please wire me sufficiently in advance as to when the report will be released to the newspapers in New York in order that they may be released here simultaneously. Mr. DeGuire will prepare a story for the local papers and, as has been mentioned on other occasions, it is quite important that the release here shall be effective at the same time as the release in New York.

Very truly yours,

(Signed) E. M. WILLIS

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

St. Paul, Minn., June 5, 1928.
S-3

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

Answering your letter of May 30 about issuing transportation to representatives of the Inland Waterways Corporation:

As I understand it, there was an agreement last year between the traffic department of the Northern Pacific and the traffic department of the Great Northern that no transportation would be issued to the Inland Waterways representatives without a mutual understanding having been reached in advance. I am not certain that there has been such an understanding between the traffic departments of the two roads this year, but it is a fact that at the suggestion of our traffic department our Pass Bureau, on at least two occasions, has inquired of the Great Northern as to whether that company intended to issue, and represented that we preferred not to issue and would not do so if the Great Northern would agree to take a similar position. On the occasion of the last conversation with the Great Northern, they agreed, as they had done before, not to issue without first taking the matter up with us. Because of our apparently having taken the initiative as between ourselves and the Great Northern in trying to avoid issuing this transportation, it seems to me we are in a rather awkward situation if we now say to the Great Northern that we want to issue. That does not necessarily preclude our doing so, however, but my view is that in view of the understanding arrived at last year as between the traffic departments of the two roads, and because of the fact that the question of whether we issue or not is a traffic matter, an understanding should be arrived at by the traffic representatives of the Northern Pacific and the Great Northern.

(Signed) E. M. WILLIS

139

June 5, 1928.
S-3

My dear Mr. Elliott:

In Mr. Donnelly's absence your letter of May 31st has been received, together with monthly bulletin of the Railway Research Service, London School of Economics, for the month of May.

If Mr. Sherrington shows up here before Mr. Donnelly's return, we will try to take good care of him in the way of furnishing him information and having him meet some of our officers.

Very truly yours,

(Signed) B. C. JOHNSON.

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

1140

St. Paul, Minn., June 5, 1928.
S-3

Mr. R. H. Relf,
Assistant Secretary.

Referring to your letter of June 4, document No. 12071, about lease of Mack rail car to the Gilmore and Pittsburgh Railroad:

It has been decided to extend the present arrangement for another year from August 31 next, supplemental agreement covering the extension having been prepared by the law department. It has not been executed but will be in due course, after which it will be forwarded to you for filing.

(Signed) CHARLES DONNELLY

cc—

Mr. F. W. Sweney,
Comptroller.

225 pm

141

Saint Paul June 5 1928

Charles Donnelly
Car Yellowstone
Seattle

We have received twenty-five printed copies annual report of which am sending six to you tonight and twelve to New York Stop May we release to newspapers here upon receipt of advice from New York that it has been given papers there Stop If this plan approved I will wire you later date of release D-5

E M Willis

142

St. Paul, Minn., June 5, 1928.
S-6

Mr. F. W. Sweney,
Comptroller.

Mr. J. M. Hughes, Land Commissioner, will be absent from his office for about a week commencing June 6, 1928, during which time you are authorized to accept the signature of Mr. J. H. A. Hirst "For the Land Commissioner" on vouchers and payrolls of that department.

(Signed) CHARLES DORNELLY.

cc—

Mr. P. B. Lacy,
Treasurer.

2.55 P

143

St Paul Minn June 5 1928

J W Cooper
CB&Q Chicago

Mr Woodworth returning on Leviathan arriving New York June eleventh.

A M Gottschald

3.40 P

144

St Paul Minn June 5 1928

Charles Donnelly
c/o Car Yellowstone
Tacoma Division

Norris P Ballou wires you from New York today as follows quote Meeting express committee has been called for two PM daylight saving time June fifteenth Hotel Traymore Atlantic City Please advise whether you expect to attend end quote. G-1

B O Johnson

3.40 P.

145

St Paul Minn June 5 1928

Charles Donnelly
c/o Car Yellowstone
Tacoma Division

Frank L Polk wires you from New York today as follows quote Many thanks for letter will see Davis and write you I do not expect leave for west until June twenty third Hope I am not interfering with your trip end quote G-2.

B O Johnson

845am 146

St Paul June 5 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Heavy rains last evening between Wibaux and Terry particularly over Circle and Sidney branches Aside from this no other rain Passenger trains on time No accidents.

B O Johnson

St. Paul, Minn., June 5, 1928.
K2

Personal

Mr. G. F. Endicott,
Mechanical Engineer.

When do you expect delivery on the four gas-electric cars recently ordered?

(Signed) B. O. JOHNSON.

148

June 5, 1928.
KE

Dear Mr. Elliott:

In Mr. Donnelly's letter to you of June 3 he told you that he was asking me to send you blue prints of certain business cars recently constructed. You will find these blue prints enclosed.

Yours very truly,

(Signed) B. O. JOHNSON.

encl.

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

cc-Mr. Donnelly:

To note.

(Signed) B. O. JOHNSON.

149

June 5, 1928.
S-3

My dear Mr. Elliott:

Referring to your letter of May 16 giving information about condition of locomotives and freight cars:

I attach for your information a copy of Mr. Williamson's letter of June 5, in which he comments on conditions as they exist on the Northern Pacific. You will note that arrangements have been made to increase the freight car repair forces by two hundred men to bring about a reduction in the number of bad order cars.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

150

St. Paul, Minn., June 5, 1928.
K2

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

Please see papers about arrangement for the NRC Company forces to clean refrigerator cars at Parkwater, our last letter to Mr. Williamson of June 4.

We have had for many years a car cleaning force at Parkwater which was organized under the Agent at Spokane, and which everyone seemed to feel was not as effectively directed as it should have been. I take it that arrangement with the NRC Company cuts out this small car cleaning force. Is this correct? You have in your office quite a file about this organization.

(Signed) B. O. JOHNSON.

151

June 5, 1928.
K2

TO WHOM IT MAY CONCERN:

This letter will serve to introduce Mr. C. A. Christofferson, Signal Engineer of the Northern Pacific Railway Company, with headquarters at St. Paul, Minnesota, U. S. A.

Mr. Christofferson has served as Signal Engineer on our line for some nineteen years, during which time and under his charge over 2,000 miles of automatic block signaling and some 200 miles of automatic train control have been installed.

Mr. Christofferson is taking a trip in order to secure a well earned rest from his work, and at the same time is examining into signal practices in countries other than our own. We should be glad to have the opportunity to reciprocate any favors which you feel you may extend to him.

Sincerely,

(Signed) CHARLES DONNELLY. J

President.

152

June 5, 1928.

My dear Mr. Elliott:

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

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

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

153

June 5, 1928.
L6

My dear Mr. Elliott:

I am sending you today, by express, a copy of Condensed Track Records.

Very truly yours,

(Signed) CHARLES DONNELLY.
P

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

154

St. Paul, Minn., June 5, 1928.
L6

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

(Signed) CHARLES DONNELLY.
P

Encl.

155

June 5, 1928.

L6

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 31, 1928, and the period January 1 to May 31 compared with the corresponding periods of last year, together with copy of statement making comparison with the earnings of the Northern Pacific for similar periods.

Very truly yours,

(Signed) CHARLES DONNELLY.

f

Encl.

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

156

St.Paul, Minn.,June 5, 1928. A4

Mr. J. G. Woodworth,
Vice President.

Referring to your letter of the 31st ultimo, with which you enclosed report made by Mr. Tinling with respect to the proposed David Thompson Memorial:

I now enclose a letter I have received from Mr. Allen P. Asher, in which suggestions are made as to the inscription to be placed on the monument. Please let me know if you see any objection to our indicating to Mr. Asher that the inscription is satisfactory to the Northern Pacific.

Please let me have a reply very promptly, as I will defer writing to Mr. Asher until I hear from you.

(Signed) CHARLES DONNELLY
P

encl.

157

St. Paul, Minn., June 5, 1928. A4

Dear Mr. Winders:

On January 20 last you wrote to Mr. Earling, of the Milwaukee Company, with respect to the payment of taxes on the joint trackage at Everett, and with that letter you enclosed a supplemental contract which was intended to straighten out the original contract.

Have you heard anything from Mr. Earling with respect to this contract? I am being continually traced by our Accounting Department and would like to get the matter disposed of at as early a date as possible.

Yours very truly,

(Signed) J. H. POORE

Mr. C. H. Winders,
Western Counsel,
Seattle, Washington.

158

June 5, 1928.
E-8

Dear Mr. LeBau:

On Saturday last, the people of eastern Montana celebrated in a very colorful manner the opening of a new branch line. There were fully 10,000 persons present. President Charles Donnelly and general officers of the Northern Pacific participated, and I doubt whether there has been a celebration of the kind since the early days when the transcontinental lines penetrated the territory. I am sending you herewith a set of photographs which we have not submitted to other syndicates. At the suggestion of Mr. William Bull, the photographer who made these pictures, I am submitting them direct to you and hope that you may find them of some value.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. E. T. LeBau,
Underwood & Underwood,
125 No. Wabash Avenue,
Chicago, Ill.

159

St.Paul, Minn., June 5, 1928.
E-8

Dear Sir:

Herewith are photographs taken at the Circle celebration last Saturday, June 2. Will you please arrange with Mr. Prosser for distribution to roto and other editors of leading Washington and Oregon papers which are equipped to make their own cuts; possibly the Seattle newspapers, the Spokane Spokesman Review, the Tacoma, Portland, Los Angeles, and San Francisco papers. I would very much like to have for our files any clips he may be able to obtain.

Yours truly,

Enclo

(Signed) F. W. DeGUIRE

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

160

St. Paul, Minn., June 5, 1928. A4

My dear Mr. Coman:

I have your letter of the 31st ultimo, in regard to increasing rates of pay for excepted positions in your office. The Form 202 which you enclosed has been approved and is returned herewith. It should be attached either to the June payroll or to the back payroll for the months of February to May, inclusive, whichever is first submitted for approval.

Yours very truly,

(Signed) CHARLES DONNELLY

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

St.Paul, Minn., June 5, 1928. A4

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

I attach copy of Mr. Coman's letter to Mr. Donnelly of the 31st ultimo, in regard to excepted positions in his office.

The employes to whom Mr. Coman refers are T. J. Eggan, Chief Clerk, present rate $250, and V. E. Weihs, Secretaryto Assistant to the President, present rate $190. While under the instructions sent out by Mr. Donnelly these employes would not be entitled to the increase, it has been decided in this case to apply the increases to which they would be entitled had they been in their present positions for a period longer than six months. I have therefore approved the Form 202 and returned it to Mr. Coman, but I give you this information so that your record will be complete.

Signed J. M. MOORE

162

June 5, 1928.
S-6

Dear Sir:

Referring to your joint letter of June 1, enclosing United Railways AFE E-1880 for replacing bridge U-46-3, 0.2 miles west of Zan Siding, Oregon, at an estimated cost of $7,270:

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.

16B

Paid

813am

St Paul Minn June 6 1928

Norris P Ballou
Care Association of Railway Executives
65 Broadway New York City NY

Regret that it will be impossible for me to attend express committee meeting June fifteenth.

Charles Donnelly

Charge NPRyCo
Executive Dept

164

Paid

815am

St Paul Minn June 6 1928

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

Polk wires me that he does not expect to leave until June twenty-third Will this make any change in date of his return of car to New York or prevent me from carrying out my plans to start west from New York with Chief Justice Kennedy about the sixteenth or seventeenth of July.

Charles Donnelly

Charge NPRyCo
Executive Dept

815am

165

St Paul June 6 1928

Charles Donnelly
Care Car Yellowstone
Portland

Have repeated telegrams to Messrs Elliott and Ballou.

B O Johnson

830am

166

St Paul Minn June 6 1928

Charles Donnelly
Care Car Yellowstone
Portland

Passenger trains on time and no accidents Weather clear over entire line Absence of rain commencing to create some uneasiness about Minnesota and North Dakota crop.

BO Johnson

167

Paid

945am

St Paul Minn June 6 1928

J H Carroll
505-510 Transportation Building
Washington DC

My letter second We have finally found it possible let you have business car twelve We propose fully equip it at St Paul except for certain perishables which you may have to purchase in the south and move it on Burlington fifty-eight into Chicago six fifty-three AM twentieth arranging then for movement on Bando number ten leaving Chicago ten AM twentieth arrive Washington eight thirty-five AM twenty-first Will this Washington arriving time besatisfactory. Will you arrange for movement Washington to Houston or do you want us take care of it.

B O Johnson

168

St. Paul, Minn., June 6, 1928.
K2

Mr. J. C. Simonton,
Assistant to General Traffic Manager.

Copy of Special AD 1250, showing passenger revenues and passenger train miles compared with various roads as between 1913, 1920 and 1927, came to my attention. I understand copy was furnished your office by Mr. Mayer. Suggest you send it out to Mr. Clark because it does not show particularly favorable contrast as between Great Northern, Milwaukee and ourselves.

(Signed) B. O. JOHNSON.

St. Paul, Minn., June 6, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Recalling our talk this morning about negotiations between Captain Baker and the Merchants National Bank concerning a loan:

I attach copy of a telegram, which Mr. Donnelly sent Mr. Prince on the subject, for your information.

(Signed) B. O. JOHNSON.

encl.

170

St. Paul, Minn., June 6, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Passenger performance sheet for May shows No. 1 reaching Seattle eight days out of 31, late as against two days with the Oriental. Presume this is being called to the attention of your Superintendents.

(Signed) CHARLES DONNELLY

171

Paid

230pm

St Paul June 6 1928

J H Carroll
505-510 Transportation Building
Washington DC

Business car twelve has two rooms and one office room with berth also two lower berths and two upper berths making total capacity seven people Eight people can be comfortably served in dining room For how many people shall we stock car.

B O Johnson

Charge NP RyCo
Executive Dept

230pm

172

St Paul June 6 1928

Charles Donnelly
Care Car Yellowstone
Portland

Have wired Colonel Carroll about car twelve and have his acknowledgment Necessary details are being arranged.

B O Johnson

245pm 173

St Paul June 6 1928

Charles Donnelly
Care Car Yellowstone
Portland

I sent you memorandum in mail on fourth about accounting disposition to be made of back pay firemens wage case decision Will you give me your decision by wire as Accounting Dept need this information to make up earnings estimates report on June eighth.

B O Johnson

St. Paul, Minn., June 6, 1928.

Mr. H. E. Stevens,
Chief Engineer.

Recalling our talk this morning about movement of business car 12 to Washington for Colonel Carroll:

I telegraphed Colonel Carroll that we would arrange movement of the car so as to leave here on Burlington No. 58, June 19, arriving Washington, B&O No. 10 at 8:35 a.m., June 21. He says this is entirely satisfactory and he is himself arranging for movement of the car from Washington to Houston and back to Chicago, so I do not know over which road he will move out of Washington.

Unless I hear from you to the contrary, I will assume you will reach St. Paul on June 19, thus giving us that day to equip the car in St. Paul.

(Signed) B. O. JOHNSON.

cc-Mr. F. E. Williamson

cc-Mr. A.W. Thomson:

This as a preliminary tip. Car will be back in St. Paul about July 2.

175

At Portland, Ore.,
June 6, 1928. D1

Mr. F. E. Williamson,
Vice President.

Referring to your letter of March 28, submitting the committee's report and recommendations in regard to the passenger station at Portland:

I went over the plans submitted by the committee with Mr. Coman and Mr. Palmer today.

Have you made any progress in the direction of agreeing with the other interested lines on some such modification as you suggest of the plan submitted? I understand that the question of the construction of a new station is being agitated in Portland to some extent, and if we are to head this off it is probably advisable for us to act promptly on the plan for alteration of the present station.

(Signed) CHARLES DONNELLY.

Portland, Ore., June 6, 1928.

E. M. Willis,
St. Paul

176

All right to release report on receipt of advice that it has been given out in New York.

Charles Donnelly

177

St. Paul, Minn., June 6, 1928.
K2

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

The number of General Office employes who take occasion to leave the building in the early forenoon to get lunch has assumed rather noticeable proportions. Will you not see that this sort of thing is discouraged.

(Signed) E C JOHNSON.

178

June 6, 1928.
K2

Personal

Dear Howard:

Answering yours of the fifth:

Mr. Cudworth came in to see me a couple days ago about the compressors which we need near Tacoma, and after he told me what was going on I arranged with our Purchasing Department to put a "hold" on the requisition when it reaches here so that order will not be placed without consulting me personally. If there is any hitch, I will get hold of you.

I am rather rapidly becoming a golf fan. If you come to St. Paul this summer, be sure and bring your clubs.

Yours very truly,

(Signed) E C JOHNSON.

Mr. H.T. Walsh, Vice President,
Sullivan Machinery Company,
122 South Michigan Avenue,
Chicago, Illinois.

179

St. Paul, Minn., June 6, 1928.
K2

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

Your memorandum of the fourth about oil spraying machine:

How much territory was finally oiled, and what results were obtained?

(Signed) B. O. JOHNSON.

182

Paid

400pm

St Paul Minn June 6 1928

D B Robertson
Care Whitcomb Hotel
San Francisco California

Message date about Melaney We are arranging through J P Roddy our General Agent at San Francisco for Melaneys appearance on broadcasting program during his stay there and I have wired Mr Roddy to get into communication with you Appreciate your cooperation and interest in this matter.

F W DeGuire

Charge NPRyCo
Executive Dept

187

Paid

400pm

St Paul Minn June 6 1928

J P Roddy
General Agent Nor Pac Ry Co
633 Monadnock Building
San Francisco Calif

Have wire today from D B Robertson President Brotherhood Locomotive Firemen and Enginemen at Whitcomb Hotel San Francisco asking if any objection have Mr Melaney placed on broadcasting program from San Francisco during his stay there stating would be glad provide opportunity for public to listen in and hear Singing Fireman Northern Pacific Please get in touch with Mr Robertson advising him of our plans.

F W DeGuire

Charge NPRyCo
Executive Dept

182

Paid

410pm

St Paul Minn June 6 1928

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

First North Coast Limited was put on April twenty-ninth nineteen hundred and time consumed from St Paul to Seattle was sixty-one hours and fifty-three minutes and from St Paul to Portland seventy-two hours and five minutes Stop Train departed St Paul eight fifty-five AM arrived Seattle eight forty-eight PM departed Seattle nine thirty PM arrived Portland seven AM.

B O Johnson

Charge NPRyCo
Executive Dept

183

Paid

430pm

St Paul Minn June 6 1928
KS

F W DeGuire
Enroute Dixie Limited C&EI Railway
Train No 91 arriving Evansville Indiana
7:50PM today June sixth.

Message about release books received and understood Circle pictures all out today.

A M Gottschald

Charge NPRyCo
Executive Dept

184

St Paul June 6 1928

Russell H Dick
Care Car Yellowstone
Portland

Forwarding pouch five train one tonight addressed on line west.

A M Gottschald

3.00 P.

185

St Paul Minn June 6 1928

Charles Donnelly
c/o Car Yellowstone
Portland

Mr Elliott wires you from New York today as follows quote Have just talked with Polk He will leave here June twenty third but

car will certainly be back in New York on or before July seventeenth unless you want particularly to come all the way to New

York to escort the Chief Justice to Saint Paul I can act as escort that far when you can take charge and then I can work

west with Williamson Stevens or Lantry Am writing you about it end quote. G-3

B O Johnson

St. Paul, Minn., June 6, 1928. A5

Dear Mr. Roddy:

In Mr. DeGuire's absence, I acknowledge receipt of your letter of June 1, together with copy of the San Francisco "News Letter" carrying a picture and story about Mr. Melaney's proposed appearance at San Francisco on June 13 and 14. Mr. DeGuire, I know, will be interested in this as well as in the cover cut and the story about Yellowstone Park, which I will bring to his attention upon his return to the office the latter part of next week.

Yours very truly,

(Signed) A. H. GOTTSCHALD

Office Manager.

Mr. J. P. Roddy, General Agent,
Northern Pacific Railway Company,
633 Monadnock Building,
San Francisco, Calif.

June 6, 1928. A5

My dear Clair:

In Mr. DeGuire's absence, I have received your note to him about the "iron hat". I know Fred will be delighted to hear of the reputation which this headgear has established for him, and I will be on the lookout for the blue ribbon.

Mr. DeGuire left for Florida last evening but is expected back the latter part of next week, when you will no doubt hear from him direct.

We were all pleased with the way the Circle celebration turned out and with the publicity given by the various Montana papers, including the well-known Livingston Enterprise.

With kindest regards, I am

Yours very truly,

(Signed) A.M. CONISCHAU

Mr. L. E. Flint,
Editor, Enterprise,
Livingston, Montana.

June 6, 1928. A5

My dear Mr. Browne:

In Mr. DeGuire's absence from the city, I acknowledge receipt of your letter of June 3, together with tear sheets from various Montana newspapers relating to the celebration at Circle. I am sure Mr. DeGuire will appreciate your thoughtfulness in sending these clippings, which we are much interested in having for our files. The pictures to which you refer were forwarded from here Monday evening and are no doubt in your possession by this time.

I know all of the members of our party, including myself, enjoyed having you with us on the trip to Circle, and I hope I shall have the opportunity of meeting you again in the near future. Mr. DeGuire left for Florida last evening, but is expected back the latter part of next week, when I shall bring your letter to his attention.

With kindest regards, I am

Yours very truly,

(Signed) A. M. COTTRELL

Office Manager.

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

3.45 P

189

St Paul Minn June 6 1928

Charles Donnelly
c/o Car Yellowstone
Portland

Executive Committee at meeting today passed upon usual routine matters and also declared quarterly dividend of 1¼% payable August first to holders of record June 29 but public announcement of this will not be made until later. G-4

B O Johnson

190

June 6, 1922.
S-3

My dear Mr. Elliott:

Your letters of March 22, April 6, April 28 and May 18, about cost of maintaining various classes of equipment, including locomotives, were received in due course.

The statements transmitted with your letters, and your comments, have been studied by Mr. Williamson and Mr. Zwight. Mr. Zwight in turn comments on the information at some length in his letters of May 5 and May 24 to Mr. Williamson, of which I enclose copies. I think Mr. Zwight covers the situation on the Northern Pacific very well indeed, and his analysis shows that our mechanical organization is alert to the varying conditions that have a bearing on the results of our maintenance work.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

191

June 6, 1928. A5

Gentlemen:

This will acknowledge receipt of your letter of June 5 about contract bond of the Northwestern Improvement Company for furnishing coal to Montana State Institutions.

If the Improvement Company secures a contract with the State of Montana to furnish coal to state institutions for the coming year, we shall be glad to give consideration to the National Surety Company in connection with any bond which might be required.

Yours very truly,

(Signed) CHARLES DONNELLY

Wm. B. Joyce & Co.,
92-94 East Fourth St.,
St. Paul, Minn.

192

June 6, 1928. A5

My dear Mr. Elliott:

I enclose copy of the report prepared by the Operating Department showing briefly the crop conditions along the line as of June 4 and 5, 1928.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

193

St. Paul, Minn., June 6, 1928. A5

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

In accordance with the request contained in your letter of May 29, I am returning to you the papers which were submitted to New York about release of mortgages on the property near Vancouver Junction sold to the Laro Investment Company.

(Signed) CHARLES DONNELL

encl.

194

June 6, 1928. A4

My dear Mr. Hess:

Our Accounting Department has advised Mr. Donnelly that your company has refused payment of a bill rendered by us to correct an error which has been made in allowing your company credit for rentals collected from the American Railway Express Company for space in the Tacoma depot. I am not advised whether this matter has received your personal consideration, but I call your attention to the following facts which I think will make it clear that your company is not entitled to credit for these rentals:

As I understand the matter, your people are relying on a letter written by Mr. Donnelly to Mr. G. R. Martin on December 17, 1920, as their authority for making the claim they do. This letter was based on a memorandum which I made to Mr. R. W. Clark in October 1920 and in that memorandum I made the statement that as to Tacoma, there was no question raised because the Great Northern were not paying rental on the full value of the station, and moreover, the decision in the Donworth arbitration case made pretty clear the disposition which would necessarily be made of rentals collected from the Express Company.

It is true that under your trackage contract we must furnish your company with space for the handling of its express business. That does not mean, however, that under the conditions which exist at the present time we must credit to you rentals collected from the Express Company. As a matter of fact, after the Donworth decision was handed down it was necessary to credit to the O-W.R.R.& N. Company rental for space occupied by each of the express companies and in the period between the date of that decision and the time the American Railway Express Company was organized the Northern Pacific charged against itself the rental which it was agreed should be charged for the space occupied by your express company.

It is also a fact that when the express business was taken over by the American Railway Express Company the charges made against that company by the Northern Pacific and the O-W.R.R.& N. for space in this depot were the same as had been assessed against the express companies which formerly operated on those lines. Your company, however, attempted to charge a much higher rental, which I understand was the amount which the Great Northern Express Company had previously paid the Great Northern Railway Company, and as a result, the American Railway Express Company decided to relinquish the space formerly used by the Great Northern Express Company. Before that decision was reached the Express Company took the matter up with our west end officers and were advised that rental which might be collected for the space formerly occupied by the Great Northern Express Company belonged to the Great Northern Railway Company, and that the fixing of that rental was a matter which concerned only the Great Northern and the American Railway Express Company.

As a matter of interest, in 1914 shortly after the Donworth decision was handed down, Mr. Cooper, in writing to Judge Reid, made the statement that with respect to the Great Northern the rental for use of the Tacoma Station was based on an amount that did not include the cost of construction of that portion of the station structure being rented for express and other purposes. It is also a fact that your rental was fixed arbitrarily and was not based on the entire cost of the station as was the rental the O-W.R.R.& N. Company paid to us.

During the entire period of your trackage contract we have always assumed all costs of maintenance, janitor service, lighting, etc., for those portions of the station which have been rented to outside parties and except for the period since September 1, 1920, have never credited your company with any of the rentals we collected.

It does seem clear to me, and I hope it will to you, that while we are obliged to furnish your company with space in the station for handling your express business if you desire

space set aside for you, we are not obliged to give to your company credit for any rental which we may collect from outside parties. Will you please let me hear from you after you have had an opportunity to give further consideration to this matter.

Yours very truly,

(Signed) J. H. PCORE

Mr. G. H. Hess, Comptroller,
Great Northern Railway Company,
St. Paul, Minnesota.

195

June 6, 1928. A4

Personal

My dear John:

I have been away from the office for most of the past week and did not have an opportunity to write to Mr. Hess about the Tacoma Station express rental matter until today. I enclose that letter herewith. I also hand you herewith the papers which accumulated at the time the change from separate express companies to the American Railway Express Company was being considered by our officers. This file is for your personal information and I would be glad to have it returned to me as soon as you are through with it.

I do not want to have to take this matter up through theExecutive Departments of the two companies, and I hardly think it is necessary to do so, as I believe, after reading these papers, you will reach the conclusion that the rentals collected from the American Railway Express Company are not moneys which should be credited to those operating expenses which are divided between the Great Northern,C-W.R.R.& N. and Northern Pacific Companies.

Yours very truly,

(Signed) J. H. POORE

Mr. J. A. Sandberg,
Deputy Comptroller,
Great Northern Railway Co.,
St. Paul, Minn.

196

St. Paul, Minn., June 6, 1928.
S-3

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

Referring to the call upon you of Mr. R. R. Wolfer, of the Farmers and Merchants National Bank at Jamestown, on April 19 last:

Will you please let me know, as a matter of information, what if anything has developed in the matter of a building site on our right of way for that bank?

(Signed) E. M. WILLIS

197

St. Paul, Minn., June 6, 1928.
S-3

Mr. E. T. Dakin,
General Auditor.

With return of the attached papers, will you please give us the benefit of your views about making the proposed increases in the pay of the chief clerk and stenographer-clerk of the Duluth Union Depot & Transfer Company? These employes I understand devote a part of their time to accounting matters.

(Signed) B. C. JOHNSON.

Encl.

198

June 6, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Seattle Division AFE ED No. 91 covering the proposed extension of eight stalls of the present ten-stall roundhouse at Ellensburg, at an estimated net cost of $11,095, of which $8,472 is chargeable to Additions and Betterments.

When Mallet engines are housed in the present building it is impossible to close the doors, which makes for unsatisfactory working conditions during the winter months. The proposed extension anticipates the housing of Mountain type locomotives later on.

For the reasons stated I recommend formal approval of the AFE by the Committee or Board. It is chargeable against Item No. 403 of the 1928 budget.

Very truly yours,

(Signed) CHARLES [illegible]

Encl.

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

June 6, 1928.
9-3

My dear Mr. Elliott:

Herewith third copy of Rocky Mountain Division AFE ED No. 19 covering rail relay between Mullan and Wallace, on the Coeur d'Alene Branch, at an estimated net cost of $22,621, of which $11,040 is chargeable to Additions and Betterments.

The proposed relay work will be done largely on curves, and it is felt by the engineering and operating officers that the savings in maintenance expense which will result clearly justify the expenditure. The existing rail was laid in 1910.

I recommend formal approval of the AFE by the Committee or Board. It will be charged against Item 62 of the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

300

St. Paul, Minn., June 6, 1928.
S-3

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

Answering your letter of June 5:

If you are satisfied that the parts which we will receive from Mr. Loomis are worth $75, your recommendation is approved. It seems rather strange, however, that he is so willing to dispose of them at that figure when he considers they have a value of approximately $275. Undoubtedly you have gone into this sufficiently to satisfy yourself, and on that basis, as stated, your proposal is approved. Incidentally, it was my understanding that we discontinued several months ago using any of the parts which Mr. Loomis had acquired as his personal stock.

(Signed) E. M. WILLIS

301

June 6, 1928.
S-3

Gentlemen:

I send to you herewith draft of proposed joint mortgage of the Yellowstone Park Hotel Company, Yellowstone Park Transportation Company and Yellowstone Park Camps Company to the Northwestern Improvement Company, Chicago, Burlington & Quincy Railroad Company, Chicago, Milwaukee, St. Paul & Pacific Railroad Company and Union Pacific Railroad Company, to secure existing indebtedness to the Improvement Company, the Burlington and the Union Pacific, and proposed additional indebtedness to those companies and the Milwaukee Road.

The draft of mortgage was prepared in our law department, which follows the forms of existing mortgages so far as they are applicable to the situation. Will you please examine it and let me know whether or not it is satisfactory to you?

It is understood that the new mortgage will require the approval of the Secretary of the Interior.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

Mr. H. A. Scandrett, President,
CMStP&P Railroad Company, Chicago, Ill.

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

302

St. Paul, Minn., June 6, 1928.
S-3

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

Thank you for your letter of June 4 with charts of the operation of the hot water heating plant in the general office building. I return the charts herewith. It appears to be quite certain that the installation of the automatic stoker will produce results as favorable as you anticipated. I will be interested in seeing any further facts that you may develop as to the operation of this unit.

I showed the charts to Mr. Johnson, who was also quite interested.

(Signed) E. M. WILLIS

Encl.

St. Paul, Minn., June 6, 1928.
S-3

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

Referring to Mr. Donnelly's letter of March 8th and another letter of May 3 to Mr. Woodworth about the question of constructing a branch line of railroad into the Bloomfield section of Montana:

Will you please give us a report for our files showing the status of the study that Mr. Donnelly, in his letter of March 8, requested the traffic department to make?

(Signed) B. O. JOHNSON.

June 6, 1928.
S-3

Dear Sir:

Answering your letter of June 6 about advertising in the Golden Jubilee Edition of the Spokane Chronicle:

I attach a copy of Mr. Donnelly's letter of May 23 to Mr. Scandrett, of the Milwaukee Road, a copy of which was sent to Mr. Budd and in which Mr. Donnelly stated that he was that day writing Mr. Roche, of the Chronicle, declining to take space.

Very truly yours,

(Signed) B. C. JOHNSON.

Encl.

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

205

St. Paul, Minn., June 6, 1928. A5

Mr. L. L. Perrin,
Advertising Assistant.

In Mr. DeGuire's absence, I return letter from the Times-Picayune, of New Orleans, to the Stack-Goble Advertising Agency, with clipping from rotogravure supplement of May 27, in which are published photographs of a deer in Yellowstone National Park.

We received in this office copy of the letter to the Stack-Goble Company which was noted by Mr. DeGuire. Apparently it was not thought advisable to make an acknowledgment and we would suggest that the papers be filed.

(Signed) A. M. GOTTSCHALK

encl.

204

June 6, 1928.
S-6

Dear Sir:

Referring to your joint letter of June 2, enclosing United Railways AFE E-1891 for replacing bridge U-47-5 over Rock Creek, 1.6 miles east of Keasey, Oregon, at an estimated total cost of $29,000:

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

Very truly yours,

Encl.

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

507

St. Paul, Minn., June 6, 1928.
8-6

My dear Mr. Gemmell:

I enclose herewith, for your approval as President of the M&I, AFE's ED Nos. 527 to 533, inclusive, 537, 543 and 540.

Very truly yours,

(Signed) B. C. JOHNSON.

Encl.

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

208

St. Paul, Minn., June 6, 1928.
S-3

Mr. J. C. Simonton,
Asst. to General Traffic Manager.

Referring to your letter of May 31 and returning papers which accompanied it, about certain office equipment for the new consolidated ticket office at Portland:

On further reflection it seems to me that the amount involved, $93, is too insignificant to justify prolonging the discussion as between the SP&S, Great Northern and ourselves as to how this charge is to be handled. With the exception of the blotter pads, items enumerated I think come within the twilight zone, and, under all of the circumstances, I think you should arrange for the payment of these bills by the Northern Pacific, and arrange to include them in the statement of costs, of which each of the three companies will pay one-third plus interest and depreciation charges. Undoubtedly the passenger department representatives can make a reasonable estimate of the life of these articles so that their amortization, with interest and depreciation charges, can be spread over the proper period of time. Will you please arrange accordingly?

(Signed) E. M. WILLIS

Encl.

209

June 6, 1928.
K2

Personal

Dear Bill:

I happened to hear about you hurting your knee in Butte on the fifth. We don't like to hear of our old timers getting hurt. Hope it is nothing serious and that you will be out before very long.

Sincerely,

(Signed) B. O. JOHNSON

Mr. William Garrison,
Care J. A. McMillan, Agent,
Northern Pacific Railway,
Butte, Montana.

210

St. Paul, Minn., June 6, 1928.
K2

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

I had the impression that we were losing bananas which we formerly handled through Billings to San Francisco. In talking to Mr. McCauley he happened to say that we were enjoying a good movement via Billings this year. On specific inquiry he says that -

"In 1927, to the end of May, we had 14 banana trains out of Billings with a total of 241 cars, 15 of these were for points east of Spokane and 226 for Spokane and West.

"In 1928 we had 17 banana trains out of Billings with a total of 235 cars, 23 for east of Spokane and 212 for West of Spokane."

Is it not rather unexpected that this west-bound banana movement still continues in approximately the same volume as last year?

(Signed) B. C. JOHNSON.

x

211

Paid

1100am

St Paul Minn June 7 1928

J H Carroll
505-510 Transportation Building
Washington DC

We will arrange movement car as requested to Houston Hope you will give us as much advance notice of return movement from Houston as you can.

B O Johnson

Charge NP RyCo
Executive Dept

312

June 7, 1928.
K2

Dear Mr. Mann:

I am sorry I was out of the office yesterday when you called. Will you let me know when you expect next to be in St. Paul so I can be sure to be here?

Yours very truly,

(Signed) B. O. JOHNSON

Mr. Henry S. Mann,
District Sales Manager,
Standard Stoker Company, Inc.,
McCormick Building,
Chicago, Illinois.

213

St. Paul, Minn., June 7, 1928.
K2

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

I noticed a press item the other day telling about the very extensive job of building repainting which Mr. Hackenberg did at Staples. I presume some of the larger buildings such as our shops, etc. were sprayed. Is this correct?

(Signed) B. O. JOHNSON.

3/4

June 7, 1928.
K2

Dear Mr. Hanson:

Answering your letter of the fifth:

I will have a search made for Duluth early day photographs, and also see if we cannot work up some reading matter to be printed in the news columns. When do you propose to print the special edition which you have in mind?

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. M. F. Hanson, Publisher,
The Duluth Herald,
Duluth, Minnesota.

4/5

S t. Paul, Minn., June 7, 1928.
K2

Mr. A. W. Thomson,
Superintendent, Dining Car Department.

About assignment of business car No. 12 for Colonel Carroll:

Colonel Carroll advises that there will be five people in his party. Please arrange to stock car on that basis.

(Signed) B. O. JOHNSON.

cc-Mr. Willis:
Will you please arrange movement of car from Washington to Houston, B&O and Missouri Pacific.

(Signed) B. O. JOHNSON.

June 7, 1928.
K2

My dear Mr. Bron:

I wish you would thank Mr. Fastenberg for his letter of the fifth.

I am very much pleased at the explanation which Mr. Fastenberg gave me as to why we were not favored with more of your business. I felt sure that there must have been in situation something beyond your control.

Sincerely yours,

(Signed) B. O. JOHNSON.

Mr. S. G. Bron,
Chairman, Board of Directors,
Amtorg Trading Corporation,
165 Broadway, New York City.

217

S t. Paul, Minn., June 7, 1928.
K2

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

About routing on Russian business:

I sent you copy of my letter to Mr. Bron of May 22. I now attach copy of a letter from his office and copy of my reply, which are self-explanatory.

I am quite sure situation is as they say,- that they make contracts f.o.b. steamers.

(Signed) B. O. JOHNSON.

encl.

218

St. Paul, Minn., June 7, 1928.
K2

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

Mr. Hurley has had two bad motor car accidents on the P&L Branch as you have doubtless observed from current accident reports. Mr. Every tells me that he has already paid out $395 on the first one, with two unclosed cases which may cost us something more. Then accident on June 5 will mean an expenditure of some more money.

Possibly our Idaho Division people need a little stirring up on motor car operation.

(Signed) B. O. JOHNSON.

3/19

St. Paul, Minn., June 7, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Will you kindly advise what reply we should make to Mr. Budd, his letter of June 5, copy of which you will find attached, about effective date of pool operation over the LP&N?

(Signed) R. O. JOHNSON,

encl.

320

St. Paul, Minn., June 7, 1928.
K2

Mr. F. E. Williamson,
Vice President.

I sent your memorandum of June 5 about your 1929 rail requirements out to Mr. Donnelly on the line, and you doubtless will receive authority from him to proceed with purchase within the next very few days.

In talking to Mr. Elliott, however, he suggests that it might be well if you asked Mr. Stevens to originate necessary requisition, attaching specifications, etc. so that such requisition with specifications and other data will be in Mr. Elliott's hands when we hear from Mr. Donnelly.

(Signed) B. O. JOHNSON.

2 21

June 7, 1928.

K2

Dear Mr. Thompson:

Answering your letter of the nineteenth:

I do not recall that Mr. Johnson called on me within the last few days. I did, however, hear from Mrs. Buzzell on the subject of educational safety work which I presume is the same thing that Mr. Johnson wanted to see me about.

The situation with us, however, is rather peculiar in that we maintain at considerable expense a safety department, and acting on suggestions of our safety department we spend a great deal of time and money each year making our plant more safe and educating our 26,000 men to safety practices. We have frequently been approached to assist financially in safety efforts outside of our railroad activities, but we have always felt that we were contributing to the cause of safety as much as we consistently could through our own efforts which I mentioned above.

Because of these conditions, I do not feel we can assist in the work which you have in mind.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. M. W. Thompson,
Manager of Advertising,
The St. Paul Daily News,
St. Paul, Minnesota.

cc-Mr. G. R. Martin
We discussed this on the telephone June 4.

(Signed) B. O. JOHNSON.

222

St. Paul, Minn., June 7, 1928.

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

We must soon furnish the Purchasing Department with distribution list on purchase of our 1928-1929 Eastern coal.

In former years when we went into the market for Eastern coal we solicited bids. When bids came in considerable discussion and dickering, attended with some confusion, followed, but out of it came agreement with coal dock operators on some certain fixed basic price. This year Mr. Elliott with Mr. Plechner, of the Great Northern, followed a different tack in that they first called in representative coal dock operators who were Messrs. Kendrick, Saunders and Smith. Messrs. Elliott and Plechner lead off with a $4.00 proposal for Fairmont mine run, other grades in proportion. Coal dock operators replied on a $4.20 basis. Then ensued a discussion lasting two days out of which came an agreement on $4.05, which price has been approved by Mr. Donnelly and Mr. Budd. Discussions were conducted in such a way so that neither railroad secured any traffic advantage, nor suffered any traffic disadvantage as a result of the negotiations. Purchasing Department now, as a matter of form, are getting out inquiries with bids returnable June 15. When the bids are received, which will be based on above agreed price, then discussion must be had with Mr. Williamson as to what proportion of our proposed purchase will be mine run, and what proportion will be screenings. So much for the purchasing end covering these coal requirements.

Next as to what quantity is to be. Last year we bought 743,000 tons. We had left on the docks at the Head of the Lakes as of June 1, 230,000 tons. Discussion between Mr. Elliott, Mr. Williamson and myself indicate that an additional 500,000 tons will carry us, with what we have on hand, into September, 1929. Therefore, from an operating and purchasing standpoint, a commitment in purchase of 500,000 tons is surely all we need to make at this time. We are, therefore, proposing that but 500,000 tons be purchased this season.

The next as to distribution. You will find attached a tabulation prepared by your department showing traffic patronage which we enjoyed from the different coal dock operators at Duluth during the past year. You will also find attached a tabulation showing how the 743,000 tons purchased in 1927 divided up among the operators on the basis of traffic last year. In second column of that tabulation you will find distribution of our 1927 order as finally agreed upon, and in the third column you will find our proposed 500,000 ton purchase of 1928 divided on the basis of your 1928 traffic statement.

Mr. R. W. Clark (2)

We would like to secure from you as soon as possible any changes which you care to suggest in distribution as proposed in column 3. The only policy element for consideration is the Pursglove element. You will recall Mr. Pursglove wanted Mr. Donnelly to make some rent concessions on dock No. 4, Superior. Mr. Pursglove saw Mr. Donnelly in Washington on April 17 and Mr. Donnelly told us after his interview with Mr. Pursglove that - "He asked no further concessions about the dock, but he does want consideration in the matter of his coal order. I think he is entitled to some consideration in view of all the circumstances, and I wish this fact to be kept in mind when we come to make our coal purchases this season".

Would you go over column 3 in proposed statement pretty carefully, suggesting something for the Pursglove Company, and then if you can, will you not discuss with Mr. Donnelly so that we may have your views approved by Mr. Donnelly before us when bids come in June 15?

Last year this distribution was agreed upon at a conference, but with everybody out of town I am suggesting we take above method to reach agreement this year.

(Signed) B. O. JOHNSON.

cc-Mr. F. E. Williamson
Mr. Donnelly

423

St. Paul, Minn., June 7, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

Recalling our talk about accounting disposition to be made of $127,000 firemen's back pay item which will be paid them in June, and recalling your suggestion that this be charged to May operations:

Mr. Donnelly approves such suggestion.

(Signed) B. O. JOHNSON.

cc-Mr. F. E. Williamson

224

St. Paul, Minn., June 7, 1928.
R2

Mr. E. T. Dakin,
General Auditor.

Returning your file about certain increases in rates of three employes in Dining Car Department Division Accountant's office:

Mr. Wilder and myself discussed this situation today, at which time I explained to him that we took off two clerks some three or four years ago assigning their work to others without any revision in salaries at that time, and I therefore felt the attached ought to go through. Mr. Wilder and myself have approved Form 202 in this file.

(Signed) B. O. JOHNSON.

encl.
cc-Mr. Thomson:

Herewith your file.

325

Paid

400pm

St Paul Minn June 7 1928 K4

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

In connection with an income tax suit we desire to show why Improvement Company purchased its SP&S bonds from Railway Company We have nothing in our files here except Earl's letter to Mr Elliott dated March sixteen nineteen twelve Will you please examine your files and wire me if they disclose any light on question Expect to be required to put in testimony on Monday next.

J H Poore

Charge NPRyCo
Executive Dept

326

St. Paul, Minn., June 7, 1928.
K2

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

Reviewing briefly the situation about highway through Deerwood Village:

We appear to have been notified that the state intended to aid construction of road through Deerwood. We took the position that if such permanent road was to be built through Deerwood we wanted it further from our main line than is existing road just south of our main line at that point. Then Mr. Adams comes along and says that no improvement or state aid has been asked for in connection with this road through Deerwood, and requested therefore that we leave the situation as it is.

The question is just what the facts are in the matter. You will find my file attached. Will you talk this over with Mr. Blum and let me know actually what is to be done with this road. If the state is to aid in its improvement, then cancellations which you have served on Mr. Adams must necessarily stand; butif no improvement or change in road is contemplated, then I presume we can let Mr. Adams occupy the right of way as he is now doing for the time being.

Kindly return attached papers with report of conclusions reached by yourself and Mr. Blum.

(Signed) B. O. JOHNSON.

encl.

500pm 227

St Paul June 7 1928

Russell H Dick
Care Car Yellowstone
Portland

Forwarding pouch six train one tonight addressed on line west.

A M Gottschald

326

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

Mr. C. C. Kyle,
Purchasing Agent.

Replying to your letter of the 6th instant, in regard to changes in rates of pay of excepted positions in the Store Department:

Under the blanket increase which is now being made I do not believe that you should attempt to adjust the Billings and Laurel rates, but think, on the other hand, that both positions should be increased $5.00 per month. If you feel that the Laurel Storekeeper is underpaid, I will be willing to consider a recommendation from you for an increase to the extent which you feel is necessary to make the position pay what it is fairly worth. I also think that when a change is made in the storekeepers at Billings the new occupant of that position should be placed on a basis which you think is warranted by the importance of the position.

The Montana Division 202 is returned herewith and I shall be glad if you will have it rewritten and returned to me promptly. I think the necessary changes may be made here and that it is not necessary to return it to Livingston.

encl.

cc-Mr. S. A. Wilder.

St Paul Minn June 7 1928

329

W F Turner President
SP&S Railway Co
Portland Ore

A-6 Expenditure for necessary work at Forest Grove approved.

Ralph Budd

Charles Donnelly

St Paul Minn June 7 1928

430

W F Turner President
SP&S Railway Co
Portland Ore

A-3 Construction trackage Terminal Ice and Cold Storage Company Salem approved.

Ralph Budd

Charles Donnelly

11.50 A

St Paul Minn June 7 1928

Charles Donnelly
c/o Car Yellowstone
Portland

Mr Polk wires you from New York today as follows Quote Davis not going convention We have no one to suggest to go on car Understand Mr Elliott is ready to take him out as far as StPaul end quote Have also received letter from Mr Elliott dated June fourth which reads as follows quote I have your letter of May 31 with copy of your letter to Mr Polk I had intended to use car Yellowstone from New York to the coast on its return trip but there is plenty of room and we can easily take care of the Hon Hugh Kennedy and anybody else Charlie Perkins also expects to join me in StPaul and we will stop at the ranch while Justice Kennedy can go to the Park I will talk it over with Polk and wish you would keep me posted as to exactly who wants to go west end quote. G-5

B O Johnson

432

St. Paul, Minn., June 7, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of June 6, giving notice of annual meeting of the Gilmore & Pittsburgh Railroad Company, Ltd., to be held at Gilmore, Idaho, July 2, 1928, and have signed and return form of proxy covering the five shares of stock standing in my name.

encl.

(Signed) B. O. JOHNSON.

233

June 7, 1928. A5

Dear Mr. Harnett:

Your letter of June 5 to Mr. Donnelly, inviting him to make a talk sometime this fall before the members of the Miami Valley Traffic Club, has been received during his absence from the city. He is at present on the Pacific Coast and I am forwarding your letter to him today.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. W. C. Harnett, General Agent,
Northern Pacific Railway Company,
507 Chamber of Commerce,
Cincinnati, Ohio.

234

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

Mr. C. C. Kyle,
Purchasing Agent.

Replying to your letter of the 7th instant, in regard to track material leased to the Mutual Lumber Company:

I attach copy of my letter of May 24 to Mr. Lyons. While of course the establishing of the price on rail is primarily a matter for the Purchasing Department, my own view in this particular case is that if we could sell the rail at a price of $25.00 per ton, or possibly a little less, I think we should do so. I reach my conclusion because of the fact that we have a substantial quantity of light rail on hand and I rather suspect that before a great while has elapsed we are going to have difficulty in disposing of it at much above scrap value.

(Signed) J. H. POORE

encl.

435

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

Dear Mr. Coman:

Replying to your letter of the 29th ultimo, in regard to rates of pay for certain employes on the Walla Walla Valley Railway:

Your recommendation is approved.

Yours very truly,

(signed) CHARLES DONNELL

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

234

St. Paul, Minn., June 7, 1928. A5

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

Supplementing my letter of June 1:

The Executive Committee, at meeting held June 6, 1928, approved the issuance of a ten year lease to the Pacific Straw Paper and Board Company covering certain property in Block 360, Seattle Tide Lands.

(Signed) CHARLES DONNELLY

W

287

St. Paul, Minn., June 7, 1928. A5

Mr. J. M. Hughes,
Land Commissioner.

Referring to your letter to me of May 29 and my letter to Mr. Elliott of May 31, about issuance of an oil and gas drilling permit to Thomas F. Shea, of Cody, Wyoming, covering certain lands in Wyoming, owned by theRailway Company:

At a meeting of the Executive Committee held June 6, 1928, approval was given to issuance of a permit on the basis recommended.

436

St. Paul, Minn., June 7, 1928. A5

Mr. J. G. Woodworth,
Vice President.

I attach copy of report submitted by W. A. Peck, Livestock Commissioner, indicating the results obtained in the eradicating of cattle tuberculosis in Minnesota for the year ending May 15, 1928.

Please return this report when it has served your purpose.

(Signed) CHARLES DORNELL

encl.

239

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

Mr. F. E. Williamson,
Vice President.

I have your letter of the 5th instant, in regard to work equipment which is required by the Camas Prairie Railroad.

I approve your recommendation that you compromise with the O-W.R.R.& N. Company on the basis of 66-2/3% of the cost new for the tools and a price of $400 for Tool Car No. 47.

If these prices are agreed upon, please furnish Mr. Sweney with details so that he may arrange with the O-W.R.R.& N. Company for each parent line to advance the Camas Prairie one-half of the money required to make the purchase.

(Signed) CHARLES DONNELL

cc. Mr. Sweney

240

June 7, 1928. A4

Dear Mr. Asher:

I acknowledge receipt of your letter of the 1st instant, in regard to the David Thompson Memorial to be erected at a location near Hope, Idaho.

The inscriptions which you propose to place on the face of the monument are satisfactory to us. We have no suggestions to offer, but we think that the symmetrical distribution of the wording should be given careful consideration to make sure that the monument when completed will have the best appearance possible. Doubtless you have this in mind.

I presume that I will be advised when and where the Northern Pacific contribution should be sent.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Allen P. Asher,
Attorney at Law,
Sandpoint, Idaho.

241

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

Mr. J. G. Woodworth,
Vice President.

I attach Mr. Coman's letter to me of the 21st ultimo, together with copy of the contract therein referred to, covering use by the Milwaukee Company of certain tracks on Harbor Island, Seattle. If there are no traffic objections, please initial the contract and return it to me.

(Signed) CHARLES DONNELL.

encl.

342

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

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

Replying to your memorandum of the 6th instant, in regard to installation of refrigeration in the new building being constructed at Winnipeg for the Provincial Produce Company:

You may advise Mr. Dafoe that the additional expenditure of $7,000 is approved so far as the Northern Pacific is concerned.

CHARLES [illegible]

8

243

St. Paul, Minn., June 7, 1928.
9-6

Dear Mr. Gemmell:

I enclose for your approval as President of the Minnesota & International Railway Company AFE ED No. 544 of 1928, covering the construction of a public highway crossing with stop signs near Bemidji, Minnesota.

Very truly yours,

(Signed) B. O. JOHNSON.

Encl.

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

244

St. Paul, Minn., June 7, 1928.
S-6

Mr. P. B. Lacy,
Treasurer.

I enclose approved payroll of the Lemhi Telephone Company covering the month of May 1928, amount $770.26.

(Signed) [illegible]

Encl.

cc—

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

345

St. Paul, Minn., June 7, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

I have your letter of June 5, and have approved for payment voucher in favor of Mr. H. W. Gillette, Chief Dispatcher, Jamestown, amount $48.89, covering time lost May 9 to 12, 1928, due to illness.

(Signed) CHARLES DONNELLY

June 7, 1928. A4

Dear Mr. Holden:

I have your letter of May 31, in regard to re-organization of the Western Group of the Presidents' Conference Committee, and approve of the program which you suggest for the six months ending December 31, 1928.

Yours very truly,

(Sgd.) CHARLES DONNELL

Mr. Hale Holden, Chairman,
Western Group, Presidents' Conference Committee,
c/o C. B. & Q. Railroad Company,
Chicago, Illinois.

cc-Messrs. Wm. Sproule,
W. B. Storey,
R. S. Lovett,
L. W. Baldwin,
J. E. Gorman.

(Sgd.) CHARLES DONNELL

246 5/2

June 7, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of crop report No. 9, dated June 6, 1928, prepared by the Van Dusen Harrington Company of Minneapolis.

Very truly yours,

(Sgd) Charles Donnelly
P

Encl.

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

247

St. Paul, Minn., June 7, 1928.
C-3

Mr. F. E. Williamson,
Vice President.

I have your letter of May 31 with Idaho Division AFE ED No. 75 covering the relaying of 66 and 72-lb. rail with second class 90-lb. rail between Kendrick and Juliaetta, on the P&L Branch.

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

(Signed) CHARLES DONNELLY.

248

June 7, 1928.
9-3

My dear Mr. Elliott:

Herewith third copy of Idaho Division AFE ED No. 75 covering the relaying of 66 and 72-lb. rail with second class 90-lb. rail between Kendrick and Juliaetta, on the Palouse and Lewiston Branch, at an estimated net cost of $24,425, with a charge to Additions and Betterments of $11,904.

The present rail is on a mountain grade with heavy curvature and is badly worn; it should be replaced with heavier rail to reduce maintenance costs. In submitting the AFE Mr. Williamson informs me that if early approval is given, some of the 90-lb. rail can be picked up along the main line and forwarded direct to the P&L Branch and thus save rehandling. I have therefore given him informal authority.

Will you please submit the AFE to the Committee or Board for formal approval? It will be charged against Item 63 of the 1928 budget.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

2-49

June 7, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of System AFE ED No. 6 covering the proposed purchase of a full revolving type rail laying crane, at a cost of $7117, all of which is chargeable to Additions and Betterments.

Item No. 286 of the 1928 budget provides for the purchase of a crane at a cost of $5000. At the time the budget was prepared it was the intention to purchase a crane with a fixed boom seat that would swing within a limited radius on either side of the track. Further consideration of the matter indicates that a full revolving type crane will be more serviceable, and that the additional cost over the budget estimate will be more than justified by the results to be obtained.

For the reasons given I recommend formal approval of the AFE by the Committee or Board.

Very truly yours,

Encl.

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

250

At Portland, Oregon,
June 7, 1928. DI

My dear Mr. Elliott:

I am just in receipt of a wire from my office quoting a letter from you dated June 4, in which you say you had intended to use Car Yellowstone from New York to the coast on its return trip. I did not know this when I wrote to you in long-hand my letter under personal cover this morning. As I stated, I expect to be in New York in the middle of July in any event. I do not know who will be in Chief Justice Kennedy's party, but probably there will be room for all of us in the car; and if there is not, I can return to St. Paul on another train.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

251

St. Paul, Minn., June 7, 1928.
S-3

Mr. D. F. Lyons,
General Counsel.

With return of the attached letter of June 4th from Mr. Coman, and the enclosure, will you please advise what the requirements are, with respect to our land grant, as to continuing to provide ferry service between Kalama and Goble?

(Signed) B. O. JOHNSON.

Encl.

252

St. Paul, Minn., June 7, 1928.
S-6

Mr. F. W. Sweney,
Comptroller.

Attached is approved voucher in favor of the American Railway Association covering the third installment of assessment No. 111, payable June 15, 1928, amount $2387.32. 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 O'Connell

Encl.

June 7, 1928.
S-S

My dear Mr. Alfred:

I have just received with your compliments copy of the annual report of the Pere Marquette Railway Company for the year ending December 31, 1927, for which I thank you.

Very truly yours,

(Signed) CHARLES DAWES.

Mr. Frank H. Alfred, President,
Pere Marquette Railway Company,
Detroit, Michigan.

354

June 7, 1928.
S-6

My dear Mr. Elliott:

I enclose copies of freight and passenger department reports for the month of April 1928.

Very truly yours,

(signed) CHARLES DONNELLY.

Encl.

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

455

June 7, 1928.
S-7

Dear Mr. Baldwin:

In compliance with your request of June 4 I am pleased to enclose Northern Pacific annual pass L-2989 in favor of Mr. E. M. Durham Jr., good on all trains. We do not issue car and party passes, but shall be pleased to arrange movement of Mr. Durham's car at any time, or make any other arrangements in connection with this trip that you may desire.

Very truly yours,

(Signed) CHARLES DONNELLY,

Encl.

Mr. L. W. Baldwin, President,
Missouri Pacific Lines,
Saint Louis, Missouri.

850am

256

St Paul June 7 1928

Charles Donnelly
Care Car Yellowstone
Portland

Weather past twenty-four hours clear Seattle to Billings Hard rain Billings to Dickinson Light rains Dickinson to Fargo Federal Weather Bureau here predict rain Minnesota and Dakota tonight and tomorrow Passenger trains on time No accidents.

B O Johnson

257

St. Paul, Minn., June 7, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of June 6 and returning proposed contract with F. McAuliffe covering bank widening between Eagle Nest and Hebron, North Dakota:

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

(Signed) CHARLES DONNELLY

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

458

St. Paul, Minn., June 7, 1928. A5

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

I enclose copy of a letter from Mr. H. F. Salyards, of Duluth, about establishing farmers elevators at points on the Redwater Branch. Will you please advise what can be said to him with reference to sites at Brockway and Circle.

encl.

x

459

Frank

Portland,Ore.,June 7, 1928.

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

As Polk will not leave New York until June twenty-third will it be satisfactory if car reaches New York morning of June twenty-second? Wish to remain on coast as long as I can.

Charles Donnelly

x

260

Frank 602

Portland,Ore.,June 7, 1928.

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

There are some important developments in west end situation of interest to us both and I should like to see you soon. What are your plans for next two weeks? I expect to remain out here until the end of next week returning to St. Paul about eighteenth or nineteenth.

Charles Donnelly.

261

At Portland, Oregon,
June 7, 1928. D1

Dear Mr. McAdam:

Thank you for your kind and gracious letter of June 2 about our Sixth Street sign.

It is gratifying to know that it impresses you this way.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. E. L. McAdam,
Industrial Director,
The St. Paul Association,
St. Paul, Minnesota.

cc-Mr. R. W. Clark:

Portland, Ore., June 7, 1928.

B. O. Johnson,
St. Paul

262

Approve debiting Firemen's back pay to May operations.

Charles Donnelly.

x

463

Frank 602

Portland, Ore., June 8, 1928.

B. B. Tregoe,
Convention Director,
National Association of Credit Men,
Care of Foreign Trade Department,
Seattle Chamber of Commerce,
Seattle, Washington.

Am pleased to accept your kind invitation to be guest and speaker at Chamber of Commerce World Trade Luncheon on Tuesday next.

Charles Donnelly.

n 64

X

June 8, 1928.

Paid

330 pm

E A Gay Secretary
Northern Pacific Ry Co
34 Nassau Street New York City NY

Will you please find out and let me know what hotel accommodations Mr Polk desires in Yellowstone Park D-8

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

St. Paul, Minn., June 8, 1928.
S-3

Mr. F. W. Sweney,
Comptroller.

Please note the attached letter of June 5 from Mr. W. H. Stead, of the School of Business Administration, University of Minnesota.

If we can, without too much trouble, furnish the information requested by Mr. Stead for the years 1925 through 1927 and for a part of 1928, I would like to accommodate him, but we certainly should not go to any considerable expense or labor in doing so.

(Signed) B. O. JOHNSON.

Encl.

266

St. Paul, Minn., June 8, 1928.
S-3

Mr. C. C. Kyle,
Purchasing Agent.

Herewith approved requisition No. 853 covering rental of towel cabinet in the office of the Assistant Auditor of Freight Overcharge Claims, 716 L.C.Smith Building, Seattle, for the period May 1, 1928, to April 30, 1929, $2.40.

The towel service for all of our offices in the L.C.Smith Building is paid for each month out of Mr. Coman's office working fund, but the towel service does not include the use of cabinets, for which a charge of 30¢ a month is made for each cabinet in use. When the service was originally installed, the arrangement made was that the Towel Company would collect from each office using the cabinet the monthly charge of 30¢, but through a misunderstanding on the part of the Towel Company's bookkeeper no collections had been made for cabinets until the early part of this year.

Upon taking the matter up with Mr. Coman, he thinks the cabinets should be handled as a separate item, and I am giving you this information so you will understand the arrangement and the occasion for the attached requisition.

(Signed) E. M. WILLIS

Encl.

cc--

Mr. R. V. Onslow
Mr. F. W. Sweney

2167

St. Paul, Minn., June 8, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of June 1 with Rocky Mountain Division AFE ED No. 41 covering channel change and filling of bridges 12 and 12.1 near Ross, Montana, on the Butte Line.

You may consider the arrangement contemplated by the AFE as informally approved, and signed copy thereof will reach you in due course.

(Signed) CHARLES DONNELLY.

268

June 8, 1928.
S-3

My dear Mr. Elliott:

Herewith third copy of Rocky Mountain Division AFE ED No. 41 covering channel change and the filling of bridges 12 and 12.1 near Ross, Montana, on the Butte Line, at an estimated net cost of $18,203, of which $17,587 is chargeable to Additions and Betterments.

These are pile bridges, and require replacement, the estimated cost of which in permanent form is $25,000. However, an arrangement has been worked out whereby the channel of Silver Bow Creek will be changed so that bridges 12 and 12.1 may be eliminated and filled. To do this necessitates shifting the BA&P main track and the construction under that line of a new bridge opposite bridge 12.1 on our line. We offered to pay the BA&P for the cost of this new bridge on the basis of a steel span on wooden piers with pile approaches, but that company has elected to put in concrete abutments and has agreed to pay the excess cost of the concrete abutments, estimated at $1793.

As a result of the arrangement outlined, the Northern Pacific will save from $6000 to $7000 over what it would have cost to replace bridges 12 and 12.1 in permanent form. Mr. Williamson has asked for early approval of the AFE, and I have therefore given him informal authority to carry out the proposed arrangement. Will you please submit the AFE to the Committee or Board for formal approval? It will be charged against Item 122 of the 1928 budget, which carries an amount of $22,000.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

269

June 8, 1928.
S-3

Dear Mr. O'Brien:

Answering your letter of June 6:

At the outset I wish to assure you that the decision arrived at, and as expressed in my letter of May 21, was reached only after very careful consideration of the proposal submitted by you to make available to Northern Pacific employes the courses of the Railway Training Institute. As you know from previous correspondence, and as was brought out in our discussion when you called upon me early in April, the subject had been considered on other occasions with similar results, but upon your very earnest solicitation at the time of your call I consented to again submit the question to our officers. Under the circumstances I am sure we all understand the thoroughness with which your courses have been prepared; on the other hand, we and our employes who have availed themselves of the arrangement that has been in effect on the Northern Pacific for a number of years are very well satisfied with that arrangement and, as stated in my letter of May 21, we do not feel that the situation would be improved in any way by admitting to our line another educational institution carrying on similar work.

I am sorry not to be able to give you a more favorable answer to your letter, but the situation is as I have endeavored to outline it to you.

Very truly yours,

(Signed) E. M. WILLIS

Mr. J. V. O'Brien,
Vice President & General Manager,
Railway Training Institute,
154 East Erie St., Chicago, Ill.

270

X

Paid

5 pm

St Paul Minn June 8 1928

J H Carroll
505-10 Transportation Bldg
Washington D C

Only Bando train not carrying observation car is number twenty-one leaving Washington four thirty-eight PM due St Louis six fifteen PM next day Will this be satisfactory and if so on what date do you want to leave Washington Stop Will then take up with Bando and Missouri Pacific for continued movement to Houston D-8

B O Johnson

Charge: Nor Pac Ry Co
Executive Dept

271

June 8, 1928. A5

My dear Mr. Gay:

I acknowledge receipt of your letter of June 6 enclosing list of items submitted to the Executive Committee at meeting held that date.

Yours very truly,

(Signed) P. O. JOHNSON.

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

272

June 8, 1928. A5

Dear Colonel Carroll:

Your letter of June 8 to Mr. Donnelly, about Secretary Work's proposed visit to the West this summer, has been received during his absence from the office. He is on the Pacific Coast just at present, and I am today forwarding your letter to him.

Yours very truly,

(Signed) E. O. JOHNSON

Mr. J. H. Carroll,
505-10 Transportation Bldg.,
Washington, D. C.

423

June 8, 1928. A5

Dear Sir:-

In Mr. DeGuire's absence, I acknowledge receipt of your letter of June 5, advising that you are sending him, under another cover, copy of "Western Advertising", published in San Francisco and containing certain items to which you have called his attention. Mr. DeGuire will return to the office the latter part of next week, at which time your letter and the publication referred to will be brought to his attention.

Yours truly,

[illegible] A. M. GOTTSCHALL

Office Manager.

Mr. W. T. Prosser,
c/o Strang & Prosser,
L. C. Smith Building,
Seattle, Washington.

274

At Portland, Oregon,
June 8, 1928. D1

Dear Mr. Turner:

After talking with Mr. Kerr, I have decided to concur in the recommendation to reappoint Mr. Ralph E. Williams as director of the Gales Creek & Wilson River Railroad.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

cc-Mr. Ralph Budd:

2 75

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

Dear Sir:-

I have your letter of June 6 and thank you for clipping from the Helena Independent of June 5 containing a story about Mr. Donnelly's remarks at the Circle, Mont., celebration on June 2. Your co-operation in placing this story in Mr. Campbell's hands is much appreciated.

Yours very truly,

(Signed) F. W. DeGUIR...

Mr. W. J. Gregoire,
Agent, Northern Pacific Railway Co.,
Helena, Montana.

June 8, 1928. A5

276

My dear Mr. Elliott:

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

Yours very truly,

encl.

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

477

June 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 May, 1928, compared with the actual figures for May, 1927.

Yours very truly,

CHARLES

encl.

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

11.00 AM

St Paul Minn June 8 1928

278

Charles Donnelly
c/o Car Yellowstone
Portland

Mr Elliott wires you from New York today as follows quote Message received if car is here on twenty second will be satisfactory as it leaves on Pennsylvania next day Suggest it come east via that line end quote. G-6.

B O Johnson

3784-2

On Line West,
June 8, 1928.

K2

Dear Mr. Gray:

Your letter of May 23 about proposed adjustment of the log scale controversy with the Clearwater Timber Company at Lewiston:

In my letter to you of May 8 I overlooked the fact that the joint letter of the Timber Company, dated February 22, addressed to you and myself had not been acknowledged. It seems to me, therefore, it would be in order for us to make a joint reply to the points raised in their letter, outlining the basis of settlement as proposed by Mr.Williamson.

I am attaching draft of such reply, and if this meets with your approval, will you kindly sign and return to me for signature and forwarding to the Timber Company.

Yours very truly,

(Signed) CHARLES DONNELLY.

encl.

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

279

June 8, 1928.
S-6

Dear Sir:

Referring to your joint letter of June 5, enclosing SP&S AFE 5029 for extending passing track at Yellepit, Washington, at an estimated cost of $3480:

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.

240

June 8, 1928.
S-6

Dear Sir:

Referring to your joint letter of June 4, enclosing United Railways AFE E-1892 for rebuilding bridge U-3-4, 0.4 miles east of Burlington, Oregon, at an estimated cost of $19,750:

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.

781

June 8, 1928.
S-S

Dear Mr. Nichols:

Thank you for your letter of June 5 about arrangements for Mr. Polk's trip.

It now appears that he will leave New York two days later, which will put him into Gardiner at 7:45 p.m. June 26, and out of Gardiner 6:00 a.m. June 29 by special train. I will find out and let you know what hotel accommodations he would like to have.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. W. M. Nichols,
Assistant to President,
Yellowstone Park Transportation Company,
Helena, Montana.

282

St. Paul, Minn., June 8, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Referring to my letter of May 31 about Mr. Polk's western trip:

Information subsequently received from him indicates that his trip will begin two days later; this will put him out of Saint Paul on No. 3 June 25 and into Seattle June 30. I will advise you definitely a little later whether any other changes will be made in his schedule.

(Signed) CHARLES DONNELLY

283

X

Paid

330 pm

St Paul Minn June 8 1928

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

Can you tell me when you expect to release annual report D-7

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

284

On Line West,
June 8, 1928.

K5

Dear Sir:

Referring to your letter of May 31:

I concur in your opinion with respect to the proposed sale by the American Railway Express Company to the Grand Trunk Railway Company of the building at Pontiac, Michigan, owned by the Express Company.

Yours very truly,

(Signed) CHARLES DONNELLY.

Mr. W. B. Storey, Chairman,
Uniform Express Contract Committee,
Railway Exchange Building,
Chicago, Illinois.

cc-Messrs.:

P. E. Crowley
C. R. Grey
L. A. Downs
W. W. Atterbury
E. J. Pearson
Bird M. Robinson

285

June 8, 1928.
S-3

Dear Mr. Hamilton:

Thank you for your letter of June 6.

It now appears that Mr. Polk does not expect to start on his trip from New York until June 23rd, and in that event I shall probably use car Yellowstone on a trip that I shall make to New York, probably leaving Chicago June 21. I shall therefore take up with you a little later the question of moving the car. In the meantime, arrangements for its deadhead movement out of Chicago June 19 may be cancelled.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. T. B. Hamilton,
Vice President,
The Pennsylvania Railroad,
Union Station, Chicago, Ill.

3 66

June 8, 1928. A5

Dear Sister:

I acknowledge receipt of your letter, without date, about transportation for yourself and Sister companion from St. Paul to Portland.

Our past policy with respect to the issuance of this class of transportation has been very liberal, but the volume has increased to such an extent that we have found it necessary to curtail the issuance by confining the courtesy of free transportation to those directly connected with charitable institutions along our line, and this to a more limited extent than we have in the past.

Yours very truly,

(Signed) CHARLES DONNELL

Sister Anna Rose,
327 North Second Street,
Rockford, Illinois.

287

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of June 7 and returning sketch showing proposed extension of 530 feet to the lettuce spur at Kent in order to effect a connection with the main line, and which it is estimated will cost between $2,000 and $2,500:

This will be your authority to proceed with the work, all of which will be done at the expense of the Railway Company, and AFE will be approved when submitted.

cc-Mr. J. C. Woodworth
Mr. F. W. Sweney

288

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

Dear Sir:-

I have your letter of June 4 and thank you for clipping from the Sunday Oregonian of June 3 about celebration held at Circle, Montana, in connection with the completion of the new line into the Redwater Valley.

Yours truly,

(Signed) F. W. DeGUIRE

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

2 89

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

Dear Sir:-

On March 27 I sent you two copies of Personal Record form No. 7298 to be filled in and one copy returned to this office. It is possible that these forms may have been lost in the mail and I am enclosing two more copies, one of which I shall be glad if you will return to this office when the desired information has been shown thereon.

Yours truly,

(Signed) B. O. JOHNSON.

encl.

Mr. James W. Matheson,
Master Mechanic,
Glendive, Montana.

290

June 8, 1928. A5

My dear Mr. Gay:

For the New York Office copy of the salary book, I am enclosing personal record sheets for V. F. Harvey and C. L. Townsend, Assistant General Passenger Agents at St. Paul, and F. A. Acker, General Agent at Kansas City.

Yours very truly,

(Signed) B. O. JOHNSON

encl.

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

291

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

Mr. R. H. Relf,
Assistant Secretary.

I enclose for filing executed copy of contract between the Northern Pacific, Great Northern, Milwaukee and O-W.R.R.& N. Companies, covering operation of track serving the National Lumber Distributors at Auburn, Wash. In due course will you please furnish interested departments with copy of this agreement.

(Signed) CHARLES DONNELLY

encl.

392

June 8, 1928. A5

Dear Sir:-

Referring to your letter of June 7:

I acknowledge receipt of signed copy of the contract between the Great Northern, Northern Pacific, Milwaukee and O-W.R.R.& N. Companies covering operation of track serving the National Lumber Distributors at Auburn, Washington

Yours truly,

(Signed) CHARLES DONNELL

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

293

June 8, 1928. A5

Dear Sir:-

Your letter of June 6 to Mr. Donnelly about elevator sites on our new Redwater Branch in Montana has been received during his absence from the city and this acknowledgment is made so that you will understand delay in receiving a prompt reply from him.

Yours very truly,

(Sgd.) E. O. JOHNSON

Mr. W. F. Salyards,
c/o Ely, Salyards & Co., Inc.,
Board of Trade Building,
Duluth, Minnesota.

1100am

St Paul June 8 1928

Charles Donnelly
Care Car Yellowstone
Portland

One quarter to one-half inch of rain past twenty-four hours between St Paul and Mandan This rain with what we got on the sixth between Dickinson and Billings has temporarily relieved anxiety about crop Passenger trains about on time No accidents.

B O Johnson

295

St. Paul, Minn., June 8, 1928.
K2

Mr. R. H. Relf,
Assistant Secretary.

Returning papers about the case of Draftsman Clarence Rust:

I talked this case over with Mr. Stevens today and Mr. Stevens tells me that Mr. Rust's condition is such that the Railway Company would be far ahead to retire him and employ a younger and more active man in his place. I told Mr. Stevens we would therefore retire him. Will you please take necessary steps.

(Signed) B. O. JOHNSON.

encl.

294

June 8, 1928.
K2

Dear Mr. Milloy:

I spent considerable time today reading the pamphlet entitled "The North Dakota Agricultural Highway" which you were thoughtful enough to send me under date of the seventh. This pamphlet is certainly most interesting and informing. Thank you for remembering me.

Yours very truly,

(Signed) E. C. JOHNSON.

Mr. James S. Milloy,
Secretary, Greater North Dakota Association,
Fargo, North Dakota.

297

June 8, 1928.
K2

Dear Mr. Pratt:

Your letter of May 17 and my acknowledgment of May 18:

After discussing this air brake repair material situation with Mr. Williamson, I find the situation considerably more complicated than I expected to find it. I would like to talk to you about this the first time you are in St. Paul.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. J. F.Pratt, Sales Manager,
Brake Equipment and Supply Company,
2324 South Canal Street,
Chicago, Illinois.

2 9 8

June 8, 1928.
K2

Dear Doctor Ide:

Mr. Hannaford spoke to me today about possibility of the Northern Pacific Beneficial Association using the firm of Doctors Greene, Warnock and Borg in St. Paul as consultants or specialists. Will you step into my office so I can talk to you about this the first time you are in the General Office building.

Yours very truly,

(Signed) B. O. JOHNSON.

Doctor A. W. Ide,
1073 Goodrich Avenue,
St. Paul, Minnesota.

410pm 299

St Paul June 8 1928

Charles Donnelly
Care Car Yellowstone
~~Seattle~~ Portland

Forwarding pouch six train one tonight addressed on line west.

A M Gottschald

300

St. Paul, Minn., June 8, 1928.
K2

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

Attached letter explains itself.

I feel we did the right thing. Is it all right with you?

(Signed) B. O. JOHNSON.

encl.

St. Paul, Minn., June 8, 1928.

Mr. E. T. Dakin,
General Auditor.

Your memorandum of the eighth, File 125-1-D, about general subject of payroll deductions:

I took this up with Mr. Williamson on May 23 explaining to him at that time the payroll deduction basis of years ago and sending him papers which you let me have which indicated that matter had entirely gotten out of hand. I have not yet heard from Mr. Williamson because of that fact that a matter like this would naturally have to be discussed with every superintendent. I should have something for you shortly.

(Signed) B. O. JOHNSON.

301½

June 8, 1928.

Dear Sir:

Referring to your joint letter of February 22 in connection with the method to be applied in arriving at a correct scale, for billing purposes, of logs moving off the Orofino Line for your account:

We have made a careful analysis of the results obtained under the detailed check scale of thirty-five cars, which were agreed by all concerned to be representative of the logs handled to date. Our investigation has convinced us that it is impossible to correctly scale these small logs on the cars and that a proper scale can be arrived at only at the loading point.

We do not agree to the Timber Company's interpretation of Scribner's Decimal "C" scale, but it does appear that the average FBM per car as billed in the case of these thirty-five cars is not far from that arrived at under our practice if the cull logs be included at one hundred percent.

We are agreeable, therefore, to closing this matter on the following basis:

1. We will accept for billing purposes the woods scale of the Clearwater Timber Company with the understanding that this scale shall be made on the same basis employed by the Timber Company's scalers during the check scale made at Lewiston in February, 1928.

2. All cull logs, if shipped, to be included at full scale.

3. All logs less than six inches in diameter to be included at the lowest scale shown on the rule, which is ten FBM.

4. All car billing to be subject to check scale at any time by a scaler employed by the Camas Prairie Railroad, who shall be given opportunity to check the scale at the loading point from time to time and to make any detailed checkscale of any cars he may elect at Lewiston, and also to have access to such of your records as are necessary for checking purposes.

5. Billing for cars which moved prior to the effective date of settlement of scaling methods to be made on the Timber Company's scale plus the cull logs differential as established by the check scale of the thirty-five typical car loads made in February; namely 268 FBM per car.

6. This basis to continue in effect so long as the character of the log cut remains substantially the same as has obtained to date. Whenever operations are begun in timber of substantially different character, adjustments to be made by additional check scales and mutual agreement between the Timber Company and the Railway Company.

Will you kindly advise if this proposal has your approval.

Yours truly,

(Sgd) Charles Donnelly
President, Northern Pacific Railway Co.

(Sgd) C.R. Gray
President, Union Pacific Railway.

Mr. J. P. Weyerhaeuser, Jr.,
General Manager,
Clearwater Timber Company,
Lewiston, Idaho.

302

June 8, 1928.
K2

Dear Mr. Murphy:

Some day when you are down town during office hours, will you step up to the office and tell me how you are getting along.

Yours very truly,

(Signed) B. O. JOHNSON

Mr. Frank Murphy,
593 Laurel Avenue,
St. Paul, Minnesota.

820am

303

St Paul June 9 1928

Charles Donnelly
Care Car Yellowstone
Lewiston

Message about plans received and understood.

B O Johnson

1215pm 304

St Paul June 9 1928

Russell H Dick
Care Car Yellowstone
Lewiston

Forwarding pouch eight train one date addressed line west.

A M Gottschald

1150am

305

St Paul June 9 1928

Charles Donnelly
Care Car Yellowstone
Lewiston

W B Storey wires you from Chicago today as follows Quote Please correct my wire date to read Quote Express Committee meeting called for Atlantic City afternoon fifteenth will be convened as soon as business of Executives and Executive Committee is finished therefore may be afternoon fourteenth or forenoon fifteenth End Quote.

B O Johnson

1122am

306

St Paul June 9 1928

Charles Donnelly
Care Car Yellowstone
Lewiston

Forwarding in mail package today letter from E J Buffington President Illinois Steel Company Chicago dated June eighth and reading as follows Quote I am glad to be advised that seventy-five thousand tons of ore have been purchased for our account from the Sagamore Mine and understand that same will move over your line to Lake shipping point. I am always glad when we can contribute some increase in our traffic over your line End quote.

B O Johnson

June 9, 1928. A4

My dear Mr. Thomson:

The bearer of this letter, Mr. Charles Severns, is the young man about whom I spoke to you on the 'phone on Saturday. He is working his way through Macalester and is very anxious to obtain work to enable him to continue his studies in the fall. Anything you can do for him will be much appreciated by me.

Yours very truly,

Mr. A. W. Thomson,
Superintendent of Dining Cars,
Northern Pacific Railway Company,
St. Paul, Minn.

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

Mr. F. E. Williamson,
Vice President.

I have your letter of June 8 about the desirability of constructing a track 665 feet in length to serve Lots 10 to 19, inclusive, at Prosser, Washington, in connection with development of industry sites at that point; the work, estimated at $2,300, to be done at the entire expense of the Railway Company. You may arrange for the construction of this trackage and AFE will be approved when submitted.

(Signed) CHARLES DONNELLY

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

(Signed) CHARLES DONNELLY

309

June 9, 1928. A5

Dear Sir:-

In Mr. DeGuire's absence, I have received your letter of June 7, acknowledging receipt of data in connection with the Circle celebration, and requesting information for use in an article about Messrs. Cutler and Hammond. The attached memoranda regarding these former officers of the Railway Company will doubtless give you information for the preparation of your stories.

Yours very truly,

(Signed) A. M. GOTTSCHALK

Office Manager.

encl.

Mr. W. H. Eggert, Editor,
Shop Craft Bulletin,
916 Pioneer Building,
St. Paul, Minn.

310

Paid

905 am

St Paul Minn June 9 1928

F M Patterson
c/o Northern Pacific Ry Co
34 Nassau St New York City NY

Please tell Mr Elliott that D B Gardner formerly passenger representative at Saint Louis and who in recent years has been employed in our ticket stock room at Saint Paul passed away yesterday D-8

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

311

On O-WRR&N Train No. 6,
Enroute Lewiston, Idaho,
June 9, 1928. - D1

Mr. D. F. Lyons,
General Counsel.

Herewith I hand you my file relating to the charges the Great Northern are making for switching SP&S business at Spokane.

I wish you would examine it carefully and, in the light of the contract and letters exchanged between Mr. Hannaford and Mr. Gilman, give me your opinion whether the Great Northern can consistently claim the right to charge competitive rates for switching this business.

I wish to take the matter up with Mr. Budd because I do not believe it has had his personal consideration, and I wish to be sure of our position before doing so.

(Signed) CHARLES DONNELLY.

encl.

312

On Line West,
June 9, 1928. A5-4

My dear Mr. Elliott:

I attach copy of Mr. Hughes' letter of June 4 and Mr. Plummer's letter of May 29, recommending sale of 9709.54 acres of land owned by the Railway Company in Townships 11 and 12 North, Ranges 12 and 13 East, Yakima County, Washington, to Ellis Ragan for a consideration of $23,000 with a cash payment of $500, a payment of $2500 and interest at 6% on August 1, 1928 and the balance in nineteen annual installments; all minerals to be reserved and the purchaser to assume taxes for the year 1928.

The average price per acre we will receive is $2.37, which Mr. Hughes feels compares favorably with the price received for an adjoining tract recently sold to the Ahtanum Cattle Company.

I concur in the recommendations of Messrs. Plummer and Hughes for the sale of these lands and shall be glad if you will have the matter presented at the next meeting of the Board or Executive Committee.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

cc-Mr. J. M. Hughes.

(Signed) CHARLES DONNELLY

313

At Lewiston, Idaho,
June 5, 1928. D1

Dear Mr. Flanagan:

I have your letter of June 3.

You are right in saying that the effort of most railway companies is along the line of reducing expenses and, of course, this means in many instances reduction of payroll.

I do not know of any position now available for you, but I am passing your letter along to my assistant, Mr. Johnson, with the request that he give it consideration; and if and when an opportunity offers, that he get into communication with you.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. John R. Flanagan,
514 Cotton States Building,
Nashville, Tenn.

Lewiston, June 9, 1928

E. M. Willis,
St. Paul

314

All right to release annual report without comment in St. Paul and in New York on Tuesday next.

Charles Donnelly

315

On Line West, June 9, 1928. A5

Mr. R. H. Relf,
Assistant Secretary.

I have your letter of June 2, giving notice of annual meeting of stockholders of the Gilmore & Pittsburgh Railroad Company, Ltd., to be held at Gilmore, Idaho, on July 2, 1928, and have signed and return forms of proxy covering the 19,965 shares of stock owned by the Northern Pacific Railway Company and the five shares standing in my name.

encl.

3/4

On line in Idaho,
June 9, 1928. D1

BDJ 6/13

Gentlemen:

Your letter of June 7 about lease of a portion of our water-front property at Everett previously held by the American Tug Boat Company.

This lease was executed and delivered some three or four weeks ago. It would not be possible to recall it now, even if it were advisable to do so. The circumstances attending the execution and delivery of the lease are somewhat complicated, and I have asked our Mr. Burnham to call on you and explain the situation fully to you. I think you will agree, when the facts are put before you, that we could not well have taken any action other than the one which we have taken.

Very truly yours,

(Signed) CHARLES DONNELLY.

Clark-Nickerson Lumber Co.,
Everett, Washington.

317

At Lewiston, Idaho,
June 9, 1928. D1

Dear Mr. Jones:

Thank you for your kind letter of the sixth instant, and for the picture taken at Circle.

The whole Circle trip will always be full of pleasant memories for me, not the least of which was my meeting with yourself.

With kindest regards,

Sincerely yours,

(Signed) CHARLES LINDBERGH.

Mr. Otto M. Jones,
640 Andover Place,
Portland, Oregon.

June 9, 1928.
S-3

My dear Mr. Gay:

Referring to your letter of May 25:

I had expected to be able by this time to send you the information about pensions similar to that submitted by you for the Burlington Road, but I find it is taking longer to draw the information off than was expected. It may take from ten days to two weeks from the present time to get it as it is not possible to work continuously on that particular job. I hope this delay will not inconvenience you or Mr. Elliott.

Very truly yours,

(Signed) E. M. WILLIS

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

319

St. Paul, Minn., June 9, 1928.
S-3

Mr. F. W. Sweney,
Comptroller.

Thank you for your note of the 7th sending me annotated copy of the 1927 annual report.

(Signed) E. M. WILLIS

320

St. Paul, Minn., June 9, 1928.
S-3

Mr. P. B. Lacy,
Treasurer.

Answering your letter of June 8:

This will constitute authority to pay the First National Bank of Ironton at the rate of one dollar per thousand dollars for cashing Northern Pacific pay checks.

(Signed) CHARLES DONNELLY.

June 9, 1928.
S-3

Dear Mr. Willard:

Colonel Carroll at Washington is going to the Houston convention and we are letting him have the use of Northern Pacific business car No. 12 for the trip. He wants to leave Washington on your No. 21 at 4:38 p.m. Friday June 22 for Saint Louis. Will it be agreeable to you to handle the car on that train, delivering it upon arrival at Saint Louis to the Missouri Pacific? Also, can you handle the car deadhead Chicago to Washington on your No. 10 June 20? Colonel Carroll's title with the Northern Pacific is Assistant to the President, and I assume he has B&O transportation. If transportation is needed for the car between Chicago and Washington and from Washington to Saint Louis, I will appreciate it if you will send it to me, and I will then send you formal request to cover.

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. Daniel Willard, President,
Baltimore & Ohio Railroad Company,
Baltimore, Md.

PS - Car 12 is a steel underframe car, and if necessary may be handled in the head end of the train.

11 am

327

Saint Paul June 9 1928

Charles Donnelly
Car Yellowstone
Idaho Division

Gay wires me that Mr Elliott will not make a statement as he has done in past in releasing annual report Stop Therefore unless you otherwise direct report will be released without comment here and in New York Tuesday morning D-9

E M Willis

323

June 9, 1928.
S-3

My dear Mr. Baldwin:

Colonel John H. Carroll, Assistant to the President of the Northern Pacific at Washington, D.C., is going to the Houston convention and I am putting Northern Pacific business car No. 12 at his disposal for the trip. He will reach Saint Louis on B&O No. 21 at 6:15 p.m. Saturday June 23, and would like to move over your line from that point to Houston. Would it be convenient to handle the car on your No. 21 leaving at 6:45 p.m.? If not, will you kindly indicate on what train it would be convenient to handle it? The car is of steel underframe construction, and if necessary may be handled in the head end of the train.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. L. W. Baldwin, President,
Missouri Pacific Railroad Company,
Missouri Pacific Building,
St. Louis, Missouri.

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

Mr. F. E. Williamson,
Vice President.

I have your letter of June 8, and this will be your authority to equip the locomotive crane now on the Fargo Division with clam shell bucket, at an expense of approximately $750, and AFE to cover will be approved when submitted.

(Signed) CHARLES DONNELLY.

cc--

Mr. F. W. Sweney,
Comptroller.

June 9, 1928.
S-3

Dear Mr. Holden:

I am letting Colonel Carroll, in Washington, have Northern Pacific business car 12 for his trip to the Houston convention. He wants to have the car in Washington on June 21, and because of its use in the meantime we cannot start it east before the night of June 19. I am asking Mr. Willard, of the B&O, if he will handle it on B&O train No. 10, Chicago to Washington, June 20. Will it be convenient to you to handle it deadhead on No. 58 June 19, delivering it to the B&O the next morning? The car has steel underframes and, of course, may be handled at the head. end.

Very truly yours,

(Signed) CHARLES DONNELLY

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

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

Mr. F. E. Williamson,
Vice President.

Referring to your letter of June 8 in regard to trackage to serve the new car shop at Pasco:

This will be your authority to construct the 1450 feet of track at an estimated cost of $7527, and AFE will be approved when submitted.

(Signed) CHARLES DORNELLY

cc—

Mr. F. W. Sweney,
Comptroller.

St. Paul, Minn., June 9, 1928.
K2

Dear Mr. Harlan:

Mr. Hannaford expects to leave here Sunday evening, June 17, enroute to New York. I shall appreciate if you will reserve for him a drawing-room or compartment on New York Central train No. 6 leaving Chicago, Monday, June 18, advising me space held. His Pullman pass number is A169.

Yours very truly,

sgd-A.M.Gottschald

Mr. M. E. Harlan,
General Agent, N. P. Railway,
Straus Building, Chicago, Ill.

June 9, 1928.
K2

Dear Mr. Foster:

Referring to your letter to members of the Twin City Contributions Committee about solicitation from the St. Paul Daily News for a subscription to a safety fund:

I attach copy of a letter which I wrote Mr. Thompson explaining our position. We believe the request should be declined.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. J. H. Foster, Special Representative,
Chicago, Milwaukee, St. Paul & Pacific Railway,
Minneapolis, Minnesota.

1030am

329

St Paul June 9 1928

Charles Donnelly
Care Car Yellowstone
Lewiston

W B Storey wires you from Chicago today as follows Quote Express Committee meeting called for Atlantic City afternoon twenty-fifth Will be convened as soon as business of Executives and Executive Committee is finished Therefore May be afternoon twenty-fourth or forenoon twenty-fifth. End quote.

B O Johnson

905am

330

St Paul June 9 1928

Russell H Dick
Care Car Yellowstone
Lewiston

Dispatch in mail pouch from here seventh and News in pouch eighth contain photographs taken at Circle celebration.

A M Gottschald

850am

331

St Paul June 9 1928

Charles Donnelly
Care Car Yellowstone
Lewiston

Light showers last night through North Dakota and parts of Montana Passenger trains on time No accidents.

B O Johnson

1025am

332

St Paul June 10 1928

CharlesDonnelly
Care Car Yellowstone
Lewiston

Message about plans received and understood.

B O Johnson

1015am

332

St Paul June 101928

Charles Donnelly
Care Car Yellowstone
Lewiston

Everything quiet on railroad this morning Passenger trains on time No troubles Weather clear over entire line past twenty-four hours.

B O Johnson

830am

337

St Paul June 10 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Passenger trains on time except number one thirty-seven minutes late into Seattle yesterday account engine trouble Rocky Mountain Division Weather clear over entire line except light rains between Billings and Missoula.

B O Johnson

845am

335

St Paul June 10 1928 M T Sanders
Helena

Movement for constitutional amendment liquidate losses failed banks North Dakota seems to be assuming sufficiently tangible form that

possibly we should do something You will recall you and I talked about this last fall Mr Commy understands recent developments

clearly Could you stop off Fargo see him and let me know what you think of situation when you get to St Paul.

B O Johnson

940am 336

St Paul June 10 1928

H E Stevens
Care Car 12 Missoula

Colonel Carroll calls me from Kansas City stating if possible would like to start his Houston trip one day earlier from Washington than he intended Could you arrange have car here on morning of eighteenth instead of nineteenth so as to make this possible If you cannot conveniently do so let me know and will tell him present arrangement is best we can do.

B O Johnson

337

St. Paul, Minn., June 10, 1928.
K5

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

Referring to your letter of June 6 about trip over our line of Mr. Henry Heinz, President of Kiwanis International:

We have advised the Twin City papers of the proposed arrival and departure of Mr. Heinz, and we are quite certain considerable publicity will be given to the fact that he is passing through St. Paul and Minneapolis, enroute to Seattle, via our line.

(Signed) F. W. DeGUIRE

338

St. Paul, Minn., June 10, 1928.

K5

Mr. F. E. Williamson,
Vice President.

I have your letter of June 8 and approve your recommendation for an exchange of rail with the Green River Lumber Company under which they will turn over to us rail released from their operations near McIntosh in an amount equivalent to that used in their operations near Baldi, on the Seattle Division, under contract dated October 18, 1923.

Signed CHARLES DONNELLY

cc-Mr. R. H. Relf

St. Paul, Minn., June 10, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Attached you will find Mr. Elliott's letter of June 8 and some other papers commenting on differences between our new Yellowstone Division Simple Mallet and the Compound Mallet on the Virginian.

Will you let us have in some detail the operating and mechanical reasons for differences in wheel loading, tractive effort and any other features which should be mentioned?

(Signed) B. O. JOHNSON.

encl.

340

June 10, 1928.
K2

Dear Carl:

I am certainly pleased to know you have practically made your arrangements to make your western trip. Am also glad you decided that you would go Standard Pullman as I know you will enjoy the trip much better that way.

When you get ready to leave Seattle be sure and come on our "North Coast Limited". I would appreciate very much a telegram from you two or three days before you leave stating on what train and on what day you will be leaving Seattle. While you are making this western trip why do you not go through Yellowstone Park? Our NorthernPacific ticket people in Boston can tell you all about it. When you get to St. Paul we will expect that you will spend at least a couple of days with us.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Carl Streiferd,
Braintree, Mass.

June 10, 1928.
K2

United Public Service Company,
100 West Monroe Street,
Chicago, Illinois. Attention: Mr. Jacobson.

Dear Sir:

Answering your letter of June 8:

The relations between our company and your coal mining operations stand in the name of the Knife River Coal Mining Company. On June 5 our Land Commissioner, Mr. Hughes, wrote this Knife River Company at Bismarck stating that the Northern Pacific was waiving minimum requirements for the sixth and seventh years of existing lease. This formally gives you the extension which was agreed upon.

I amsorry we could do no better by you, but we felt after careful consideration that an additional two years was the best we could do.

Yours very truly,

(Signed) B. O. JOHNSON.

342

St. Paul, Minn., June 10, 1928.
K2

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

About vacating of freight house property at Grand Forks for the Nash-Finch Company:

How is dismantling of freight house progressing, and what arrangement was finally made by Mr. Hackenberg for handling less carload freight until he gets a new house?

(Signed) B. O. JOHNSON.

St. Paul, Minn., June 10, 1928.
K2

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

Would you let us know please what conclusion you have reached about continuing employment of Otto M. Jones, Lecturer in the Passenger Department?

(Signed) B. O. JOHNSON.

St. Paul, Minn., June 10, 1928.
K2

Mr. E. T. Dakin,
General Auditor.

I am curious to know whether business of the Benefit Association of Railway Employes is increasing or decreasing on our line. To satisfy this curiosity will you have prepared a statement please showing deductions by months for the past three years in favor of the above Association; and then also let me know please what the average deduction was per month in, say, 1918.

(Signed) B. O. JOHNSON.

345

June 10, 1928.
K2

Dear Mr. Morse:

I was much interested in copy of letter which you wrote General Managers of different western lines proposing a plan for farmer assistance in repealing the Washington full-crew law.

Personally, this plan seems to me to be very sound. If there could be instilled into the farmers in Washington a clear understanding of what the full-crew law finally means to them, this plus industrial assistance which the railroads could muster, should enable us to dispose of this measure. Will you keep me informed as your work progresses with Mr. Brown and the others?

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. W. C. Morse,
Kent, Washington.

346

June 10, 1928.
KS

Dear Miss Barck:

Referring to our conversation in Mr. DeGuire's office some days ago about your desire to secure employment with the Northern Pacific:

As you were informed, conditions at this time are such that there is very little likelihood of any additions being made in our staff in the near future. I am sending to you application blanks and if you will complete and return one copy of this form I shall be glad to file it with our Employment Bureau and also bear you in mind should I hear of any vacancies in which you might be interested.

Yours very truly,

sgd-A.M.Gottschald

Office Manager,
President's Office.

encl.

Miss Agnes Barck,
2207 Sixth Street, North,
Minneapolis, Minnesota.

St. Paul, Minn., June 10, 1928.
K2

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

Mr. Williamson's memorandum of May 31:

Has all rail been removed over White Pine Hill so we can consider this line as finally abandoned?

(Signed) B. O. JOHNSON.

1135am 348

St Paul June 10 1928

R W Clark
Care Car 11 Seattle

Yours tenth . Have talked to Mr Simonton and his understanding is recent line increase has no bearing on outside traffic offices but that each outside traffic office payroll is of itself a matter for individual consideration Mr Simonton is wiring you further.

B O Johnson

cc-Mr. J.C. Simonton

St. Paul, Minn., June 10, 1928.
K2

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

Recalling our talk on the eighth about Frank Murphy:

I dropped him a note to come in and see me. He came in this morning but you had left for the west. Would you let me know when you will return and I will again have him come down as I would like to have you look the boy over as I explained to you the other day.

(Signed) B. O. JOHNSON.

350

At Pasco, Washington,
June 10, 1928. D1

Dear Mr. Bradshaw:

I have your letter of June 4 and note with interest that you have severed your connection with the Milwaukee and have become associated with the Robinson Connector Company. I trust that you will find your new association both profitable and enjoyable.

I have referred your letter to Mr. Williamson for his consideration.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. C. O. Bradshaw,
Robinson Connector Co.,
415 Lexington Avenue,
New York, N. Y.

351

June 10, 1928.

K2

Dear Bill:

I was very much pleased the other day to read in the papers about your election as one of the Vice President's of the Brotherhood of Railroad Trainmen.

You ran a train for me a long time and I rather feel that I possibly know more about your work as a trainman and conductor than does anyone else on the Northern Pacific. I cannot recall one single instance where I ever criticised you during the time you worked for me; in fact, my impression of your work was distinctly the contrary in that I always felt that you got a train over the road faster or at least as fast as anybody we had on the Montana Division.

My best wishes go out to you in your new activities. Knowing you as I do I know you will make it.

Sincerely,

(Signed) B. O. JOHNSON.

Mr. Wm. Bishop,
2108 Roblyn Avenue,
St. Paul, Minnesota.

352

St. Paul, Minn., June 11, 1928. A4

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

Referring to your letter of May 22, in regard to lease to the Port of Everett:

You may arrange to deliver this lease to the lessee.

(Signed) CHARLES DONNELLY

St Paul Minn June 11 1928

353

W F Turner President
SP&S Railway Co
Portland Ore

A-7 Your recommendation apparently based on low bid made by Fageol Have your people given full consideration to respective merits of busses made by bidding concerns not only as to price but also cost of operation and life of bus.

Ralph Budd

Charles Donnelly

St. Paul, Minn., June 11, 1928.

Mr. F. W. Sweney,
Comptroller.

Thank you for your letter of the 7th instant, with which you enclosed annotated copy of the Northern Pacific annual report for the year ended December 31, 1927.

(Signed) J. H. POORE

355

St. Paul, Minn., June 11, 1928. A4

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

Replying to your letter of May 4, in regard to pension rights, insurance and pass privileges and N.P.B.A. benefits for employes transferred to the Camas Prairie Railroad with the Stites Line:

Group insurance was, as you say, taken care of in the manner stated in Mr. Donnelly's letter of April 26 to Mr. Williamson.

With respect to pensions, the Camas Prairie has its own plan and provision is made for giving to Camas Prairie employes the full benefit of the continuous service they had accumulated when in the service of either of the parent lines. If any of these employes are re-transferred to the parent line on which they were engaged immediately prior to taking Camas Prairie service, their total continuous service on the parent line and the Camas Prairie would be used in computing their pensions.

With respect to N.P.B.A. privileges, the employes transferred to the Camas Prairie will lose their membership in this Association. However, the Camas Prairie has its own Hospital Association for the maintenance of which monthly deductions are made on the payrolls, and I think this will satisfactorily take care of the transferred Northern Pacific employes.

With respect to pass privileges, I agreed with the Union Pacific people on Friday last that it would be satisfactory to have our practice with respect to annual transportation continued, and this we will arrange to do.

(Signed) J. H. Woods

356

St. Paul, Minn., June 11, 1928. A4

Dear Mr. Jacobus:

I have your note enclosing newspaper clippings, with respect to the Northtown Kittenball Team. They appear to be making a fine record and some of our St. Paul teams will have to look to their laurels if they expect to keep up with the Northtown boys.

Yours very truly,

(Signed) J. H. POORE

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

351

St. Paul, Minn., June 11, 1928. A4

Mr. E. T. Dakin,
General Auditor.

Referring to Mr. Behler's memorandum to you of the 8th instant, in regard to increases recently granted to clerical forces:

These increases should not apply to employes of the Gilmore & Pittsburgh or the Northwestern Improvement Company.

(Signed) B. O. JOHNSON.

358

St. Paul, Minn., June 11, 1928. A4

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

I attach Mr. Kyle's letter of the 8th instant in regard to increasing rates of pay for District and Division Storekeepers. I think that we should increase the rates of these employes, and if you see no objection, please sign the Forms 202 and return them to me.

(Signed) J. H. POORE

encl.

359

St. Paul, Minn., June 11, 1928. A4

Mr. F. E. Williamson,
Vice President.

I attach copy of letter I have received from Mr. Gemmell with respect to "Q" engine which has been in service on the M. & I. and B.F.& I.F.

It was my understanding that the "Q" engine was performing very satisfactorily on the M.& I. That being so, should we not give consideration to bringing a "Q" or "Q-1" engine from some other point on the system, provided we have one we can spare. If we do not have a "Q" or "Q-1" engine, I shall be glad if you will please arrange to turn over to Mr. Gemmell a superheated "P" or "P-1" engine.

(Signed) B. O. JOHNSON.

encl.
cc-Mr. W. H. Gemmell.

(Signed) B. O. JOHNSON.

360

St. Paul, Minn., June 11, 1928. A4

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

Replying to your pencil memorandum on the attached letter from Mr. Nelson, in regard to advertising in the program of the Shop Craft Employes:

I do not think we should take space in this program as it is a form of advertising which we have agreed to keep away from. I think, however, we should agree to bear the cost of 1500 badges, as we did two years ago. I think also there can be no objection to placing the Monad on the front page of the program, but as stated above, I do not think we should take advertising space on the back cover page. I presume you will arrange with the Shop Craft Committee for the furnishing of the badges.

(signed) B. C. JOHNSON

St. Paul, Minn., June 11, 1928. A4

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

Attached is Mr. Dakin's letter to me of the 9th instant, together with the Form 202 therein referred to. Do you see any objection to approving the increase which Mr. Dakin recommends for these comptometer operators?

(Signed) B. O. JOHNSON.

encl.

36 ✓

June 11, 1928. A4

Dear Mr. Gay:

I acknowledge receipt of and thank you for your letter of the 8th instant, with which you enclosed copies of correspondence which Mr. Elliott exchanged with Mr. H. A. Gray, and others, giving the reason for the acquisition by the Improvement Company of Northwestern Improvement Company bonds.

I have now located on another file the letters of which you enclosed copies, but the file which I had before me at the time I sent my wire of June 7 gave no indication of the reason for the purchase by the Improvement Company of these bonds.

Yours very truly,

(Signed) J. H. POORE

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

363

St. Paul, Minn., June 11, 1928. A4

Mr. C. C. Kyle,
Purchasing Agent.

Replying to your letter of the 7th instant, in regard to ice which the Pioneer Sand and Gravel Company desires to purchase from us for use in connection with their operations at Horton Gravel Pit:

I think it is all right to furnish this ice from our section house supply and I think that the price charged should be the same as the Glendive commercial rate; that is, $14.50 per ton.

(Signed) J. H. POOR

364

Paid

12Noon

St Paul Minn June 11 1928

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

Yours date Increase cost maintenance due to increase of two hundred thirty-six thousand dollars original cost adjustments and balance due to heavier forces employed to hurry improvement work which make possible corresponding reductions later Transportation charge includes one hundred twenty-seven thousand dollars back pay to firemen in accordance court decision firemens wage case.

B O Johnson

Charge NP RyCo
Executive Dept

1210pm

365

St Paul June 11 1928

R W Clark
Care Car 11 Seattle

Yours tenth Have checked over proposed allowances with Purchasing Dept and find you are correct in that my statement should have entitled Pursglove to seven thousand tons and Clark to four thousand basis traffic this year This eleven thousand tons is buried in rounding off odd thousands Any adjustments you make to correct this be satisfactory to Purchasing Dept.

B O Johnson

205pm 364

St Paul Minn June 11 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Mr Elliott wires you from New York today as follows Quote No new developments but have called meeting of Executive Committee for Tuesday afternoon to discuss situation. End quote.

B O Johnson

417pm

367

St Paul June 11 1928

Russell H Dick
Care Car Yellowstone
Seattle

Forwarding pouch nine train one tonight addressed on line west.

A M Gottschald

Western Union Telegram

St. Paul, Minn., June 11, 1928. 368

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

Estimated earnings first week June in thousands

| | | | | |
|---|---|---|---|---|
| Freight | 1399 | increase | 119 | or 9.3% |
| Passenger | 261 | decrease | 26 | or 9.1% |
| Miscellaneous | 175 | increase | 4 | or 2.4% |
| Total | 1835 | increase | 97 | or 5.6% |

Cars loaded locally 14,430 accounted for as follows:

| | | |
|---|---|---|
| Increases: | Grain | 28 |
| | Merchandise | 20 |
| | Livestock | 51 |
| | Forest Products | 193 |
| | Logs | 191 |
| | Miscellaneous | 41 |
| Decreases: | Coal | 127 |

Received from connections 3539 increase 511 accounted for as follows:

| | | |
|---|---|---|
| Increases: | Lake Superior Divn | 101 |
| | St. Paul | 219 |
| | Fargo | 38 |
| | Dakota | 29 |
| | Rocky Mountain | 7 |
| | Idaho | 4 |
| | Pasco | 75 |
| | Tacoma | 118 |
| Decreases: | Yellowstone | 6 |
| | Montana | 19 |
| | Seattle | 55 |

Grain loading eastern district increased 26 cars received from connections decreased 18 cars. Grain loading western district increased 2 cars received from connections decreased 1 car.

Fruit loading this year 92 cars compared with 54 last year received from connections 246 cars compared with 148 last year.

Potato loading this year 86 cars compared with 111 last year received from connections 19 cars compared with 29 last year.

Ore loading Lake Superior Division 345 cars compared with 446 last year.

Weather during first week June was generally cool, temperatures ranging somewhat below normal over the system. Had light rains practically all points on line.

Charles Donnelly

369

Paid

345 pm

X

St Paul Minn June 11 1928

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

Thanks for wire about Mr Polk's Park reservations Stop According to advice from Nichols party will spend first night at Mammoth second night Old Faithful returning to Mammoth for third night account early departure by train following morning D-13

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

345 pm

370

Saint Paul June 11 1928

W M Nichols
Assistant to President
Yellowstone Park Transportation Co
Helena Montana

Your letter fifth and my reply eighth Mr Polk would like two double rooms and baths and two single rooms and bath all rooms to be together if practicable D-12

Charles Donnelly

371

St. Paul, Minn., June 11, 1928.
S-3

Mr. M. T. Sanders,
Tax Commissioner.

Attached is copy of a letter dated June 7 from C. J. Carlson, Editor of the McKenzie County Farmer, of Watford City, North Dakota, about a proposed coal tonnage tax law in North Dakota. What would be your reaction to such a proposal?

(Signed) B. O. JOHNSON.

372

June 11, 1928.
S-3

Dear Sir:

Your letter of June 7 to Mr. Donnelly, about a proposed coal tonnage tax law in North Dakota, is received during his absence. It will be brought to his attention upon his return to Saint Paul during the next week or ten days.

Very truly yours,

(Signed) B. C. JOHNSON.

Mr. C. J. Carlson, Editor,
McKenzie County Farmer,
Watford City, North Dakota.

St. Paul, Minn., June 11, 1928.
8-5

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

Answering your letter of June 9:

I think the letter to Mr. Wolfer should be sent by you. I was interested only to the extent of learning what if any developments had taken place since our conversation with Mr. Wolfer in April.

(Signed) E. M. WILLIS

St. Paul, Minn., June 11, 1928.
S-3

Mr. C. C. Kyle,
Purchasing Agent.

Attached is approved requisition No. 359 for one Marchant calculating machine for Mr. Mayer, Assistant General Auditor.

The Monroe machine that will be displaced should be turned over to Mr. Fabian instead of being applied against the new Marchant machine.

(Signed) E. M. WILLIS

Encl.

cc—

Mr. C. J. Mayer
Mr. A. V. Fabian

St. Paul, Minn., June 11, 1928.
S-6

Mr. F. E. Williamson:
Mr. J. G. Woodworth:
Mr. D. F. Lyons:

I enclose a supply of "Talking Points", dated June 1, 1928, issued by the Western Railways' Committee on Public Relations.

(Signed) CHARLES DONNELLY

Encl.

June 11, 1928.
S-6

Dear Sir:

Referring to your joint letter of June 6, enclosing United Railways AFE E-1894 covering purchase of bus No. 13, and SP&S Transportation Company AFE T-24 covering its sale, amounting to $1,906:

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.

377

St. Paul, Minn., June 11, 1928.
S-6

Dear Sir:

I return herewith, approved, payroll of the Gilmore & Pittsburgh Railroad Company covering the last half of May 1928, amount $3121.36.

Very truly yours,

(Signed) CHARLES [illegible]

Encl.

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

378

Paid
910 am

St Paul Minn June 11 1928

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

Your letter eighth and wire ninth received Under the circumstances we are arranging to release annual report here tomorrow without comment D-11

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

June 11, 1928.
S-6

Dear Sir:

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

380

St. Paul, Minn., June 11, 1928.
K5

Mr. F. E. Williamson,
Vice President.

Referring to your letter of June 9 enclosing proposed agreement with the OWR&N Company covering joint use of a spur track at Attalia, Washington, constructed for use by the State Highway Commission:

The agreement has been executed for the Northern Pacific Railway Company and I enclose copy for transmittal to the OWR&N Company. The copy bearing the initials of our officers has been filed with the Assistant Secretary.

(Signed) CHARLES DONNELLY.
P

encl.

cc-Mr. R. H. Relf

381

June 11, 1928.
K5

Dear Mr. Gay:

For the month of May, 1928, the pension roll showed total allowances of $30,697.73, an increase of $108.21. The average allowance was $51.59, an increase of one cent. Eight names were added during the month and six stricken account death, the total number on the roll being 595.

The special roll for the month of May, 1928, showed total allowances of $3,105.95, a decrease of $172.78. The average allowance was $50.10, a decrease of $1.94. One name was stricken during the month account death, the total number on the roll being 62.

Yours very truly,

(Signed) B. O. JOHNSON.

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

382

June 11, 1928.
S-3

Dear Sir:

Supplementing my acknowledgment under date of June 8th of your letter of June 6 to Mr. Donnelly:

The terminus of our new branch line in the Redwater section of Montana is Brockway. We have made leases for elevator sites as follows:

At Brockway
Eastern Montana Elevator Company
Occident Elevator Company
Snell Brothers
Andrews Grain Company

At Circle
International Elevator Company
Eastern Montana Elevator Company
Andrews Grain Company

In the event that Farmers Elevator Companies desire to obtain elevator sites at either Brockway or Circle, applications therefor should be submitted to Mr. L. R. Capron, Freight Traffic Manager, Northern Pacific Railway Company, Saint Paul.

Very truly yours,

(Signed) B. O. JOHNSON.

Mr. H. F. Salyards,
c/o Ely, Salyards & Co., Inc.,
Board of Trade Building,
Duluth, Minnesota.

June 11, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of Idaho Division AFE ED No. 76 covering the cleaning up and improving of station grounds west of the passenger station at Spokane, at an estimated net cost of $3068, of which $2908 is chargeable to Additions and Betterments.

As stated in the narrative of the AFE, that property has presented a most unfavorable appearance, and considering the much more attractive station facilities of competing lines at Spokane we have felt it desirable to improve the conditions at our station. The work has been informally authorized, and I recommend formal approval of the AFE by the Committee or Board. It is not a budget item.

Very truly yours,

(signed) CHARLES DONNELLY

Encl.

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

St. Paul, Minn., June 11, 1928.
S-6

Mr. F. E. Williamson,
Vice President.

Referring to your letter of June 6, transmitting Saint Paul Division AFE ED No. 47 covering track changes for the Thorpe Fireproof Door Company and removal of dead rail on track scale of the Fleischman Malting Company, Minneapolis:

This AFE has been approved, and I have signed and return one copy of the industrial track agreement for delivery to the Thorpe Fireproof Door Company. Copy bearing the initials of our officers has been filed with the Assistant Secretary.

(signed) [illegible]

Encl.

cc—

Mr. R. H. Relf,
Assistant Secretary.

June 11, 1928.
8-3

My dear Mr. Elliott:

Herewith third copy of Fargo Division AFE ED No. 138 covering the replacing of timber trestle bridge 38 with concrete box and fill, near Magnolia, at an estimated net cost of $15,500, of which $14,120 is chargeable to Additions and Betterments. This is a 1928 budget item.

The existing structure, as stated in the narrative of the AFE, has reached the end of its life and must be replaced this year. The annual maintenance cost for permanent work is $936, and for renewal in kind $1140. For the reasons given I recommend formal approval of the AFE covering reconstruction in permanent form.

Very truly yours,

(Signed) CHARLES DONNEL

Encl.

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

344

June 11, 1928.
S-6

My dear Mr. Elliott:

Coal shipments for the week ending June 9 were as follows:

| | Roslyn | Red Lodge | Colstrip |
|---|---|---|---|
| June 4 | 3630 | 1594 | 6284 |
| 5 | 4481 | - | 3785 |
| 6 | 1811 | 1733 | 4006 |
| 7 | 2155 | - | 3770 |
| 8 | 2322 | 1112 | 1967 |
| 9 | 867 | - | - |
| Total - | 15266 | 4439 | 19812 |

The total shipments from all mines was 39,517 tons, an average of 5,645 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 six days.

Very truly yours,

Encl.

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

June 11, 1928.
S-3

My dear Mr. Kurn:

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

Very truly yours,

(Signed) CHARLES DAWES

Mr. J. M. Kurn, President,
St. Louis-San Francisco Railway Company,
Frisco Building, St. Louis, Missouri.

388

June 11, 1928. A4

Dear Mr. Turner:

I have your letter of the 4th instant, in regard to proposed amendment to the contract between the Great Northern and S.P.& S. for handling passenger cars in Portland terminal and note that you have received no advice about this matter later than the letter from Messrs. Carey and Kerr dated August 9, 1927.

It was my understanding that your operating officers would get in touch with Great Northern operating officers and our own and endeavor to work out a new contract along the lines suggested in my letter to Mr. Kerr of August 6, 1927, a copy of which I sent you, and in fact, I recently received a letter from Mr. Kerr in which he advised me that a meeting was held at Mr. Davidson's request on March 20 last.

I think you will agree that the matter should not be allowed to drag along, and if your operating officers are not getting all the assistance they need from our operating officers, I shall be glad if you will advise me and I will take the matter up with Mr. Williamson. On the other hand, I hope that you will see that there is no unnecessary delay on the part of the S.P.& S. operating people.

Yours very truly,

(Signed) J. H. POORE

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

At Seattle, Washington,
June 11, 1928. D1

Dear Mr. Casad:

I learned only yesterday that on June 1 you had retired as Traffic Manager of the Standard Oil Company. The relations between your company and the Northern Pacific were so pleasant and satisfactory while you held this important post, that I could not repress a natural feeling of regret on learning that you had laid down its active duties.

The lure of a life of comparative leisure becomes stronger for each of us as the years go on, and I can only express the hope that you may live long to enjoy in good health the retirement which you have earned so well.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. S. G. Casad,
C/o Standard Oil Company,
Standard Oil Building,
San Francisco, Cal.

At Seattle, Wash.,
June 11, 1923. D1

Gentlemen:

I am just in receipt of your letter of June 8, which I find on reaching Seattle this morning.

As I stated in my letter to Mr. Reed, to which you refer, this lease has been executed and delivered. The circumstances surrounding the whole transaction were such that our west end people did not feel that we could consistently neglect the opportunity which it afforded to us of deriving from this property an amount of traffic greatly in excess of anything which we have ever received from the tenants who had previously held it. I regret exceedingly that it should have subjected your company to any annoyance, and I have asked Mr. Burnham to go to Everett and explain the whole situation to you. I am satisfied that, when all of the facts are put before you, you will agree that we could not well have taken any other action than that which was taken.

Very truly yours,

(Signed) CHARLES DONNELLY.

The H. O. Seiffert Co.,
Everett, Washington.

cc-Mr. W.E.Coman:
Mr. R.W.Clark:
Mr. J.L.Burnham:

391

At Seattle, Wash.,
June 11, 1928.

BD 6/15

Dear Mr. Stannard:

For your information, I enclose a copy of a letter which I received from Mr. Budd, dated May 1, 1928; also a copy of my reply, dated May 25, 1928; also a copy of a letter which I have this day addressed to Mr. Budd, sending a copy of it to Mr. Douglas, of the Metropolitan Building Company.

I have gone into this whole question thoroughly with Messrs. Coman, Burnham, Nelson and Charlton today, and I have been told by them of our indebtedness to you for your loyal support and friendship throughout this controversy, and I want to assure you of my deep appreciation of what you have done. I told Mr. Douglas today that the first consideration in connection with any lease which we might take directly or indirectly from his company, would be that you should be perfectly satisfied with the arrangement; and I have repeated the same statement in effect in my letter to Mr. Budd of this date. On the other hand, it would seem to me that if you were completely satisfied with any arrangement which Mr. Douglas would propose to make for you and for us, the Northern Pacific, in view of the pending unification proceeding, could not well refuse to join the Great Northern in the occupancy of an advantageous site, at least until the unification question is settled. As stated, however, you are in complete command of the situation, and nothing will be done by us without your full concurrence and approval.

I was very sorry to learn on reaching Seattle that you had been called to Alaska, as I hoped to have a visit with you.

With kindest personal regards,

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. E. T. Stannard,
Alaska Steamship Company,
Seattle, Washington.

392

At Seattle, Wash.,
June 11, 1928. D1

Dear Mr. Budd:

I talked with Major Douglas today about the proposed ticket office on the ground floor corner in the Stinson Building, fronting on Fourth Avenue and Union.

I understand from our west end officers that Mr. Stannard, of the Alaska Steamship Company, has a prior claim on this corner already. Mr. Stannard is now in Alaska and will not return for some weeks, so I was unable to discuss the matter with him; but I have said to Major Douglas, and I now say to you that, provided Mr. Stannard is taken care of to his entire satisfaction (and the whole proposition is contingent upon this), I am willing, for the Northern Pacific, to agree to go in this office on the same terms as those on which the Great Northern occupy with us the Portland ticket office. These terms, of course, include our right to withdraw if the application for unification shall be denied, and we decide that it is advisable to withdraw.

The situation at Seattle is not exactly a counterpart of that at Portland, because there a third neutral company is in general charge of the administration of the office, but I should expect that we would be able to work out a satisfactory arrangement, fair to both companies, pending the settlement of the unification question.

Very truly yours,

(Signed) CHARLES DONNELLY

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

393

At Seattle, Wash., June 11, 1928. D

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

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

For your information, I enclose copies of letters exchanged with Mr. Budd about proposed ticket office in the Stimson Building at Seattle; also copy of a letter which I have today addressed to Mr. Stannard on the same subject.

(Signed) CHARLES DONNELLY

encl.

At Seattle, Wash., June 11, 1928. D

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

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

Mr. J. L. Burnham,
Western Traffic Manager.

In connection with the Everett lease situation, I enclose for your information copy of a letter addressed to me by Mr. Mark E. Reed on May 17 last; copy of my reply dated June 5; copy of a letter which I received from the Clark-Nickerson Lumber Company under date of June 7; and copy of my reply of June 9.

(Signed) CHARLES DONNELLY

encl.

At Seattle, Wash., June 11, 1928. D1

Mr. F. W. Sweney,
Comptroller.

Under what heading in the Oregon Trunk and SP&S income statement will the payments made by the Great Northern under the contract covering the Great Northern's use of the Oregon Trunk and SP&S for their Klamath Falls extension, be shown?

(Signed) CHARLES DONNELLY.

At Seattle, Wash.,
June 11, 1928. D1

Dear Mr. Budd:

I am just in receipt of your letter of June 5 addressed to Mr. Gray and myself, about operation over the L. P. & N.

I discussed this question with Mr. Tennant in Longview four or five days ago, and I explained to him, and I believe that he explained to Mr. Long, that we were ready to commence the operation of trains over the L. P. & N. as soon as the repairs on the bridge are completed. The installation of the automatic block signals will not be permitted to delay commencement of this operation, and this fact has been explained to Mr. Tennant. Mr. Brown has taken up with the C-M R.R. & N. people who are in charge of the work of making repairs on the bridge, the question of expediting these repairs in every way possible. Information which Mr. Brown now has from Mr. Robertson, Mr. Tennant's assistant, indicates that there is a good prospect of the bridge work being completed in time to allow the installation of this service by July 14.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

cc-Mr. C. R. Gray:
Mr. R. A. Long:
Mr. A. V. Brown:

St. Paul, Minn., June 11, 1928.
S-3

Mr. F. W. Sweney,
Comptroller.

Mechanical department AFE No. 70 covering application of adjustable driving box wedges to twenty-five class W-3 locomotives, series No. 1700-1749, was approved March 26. It has been decided not to do the work covered by that AFE, but in lieu thereof to apply Crisco driving box brasses to twenty-five class W-3 and ten class W-5 locomotives as covered by mechanical department AFE No. 159 which I have today approved. Please cancel AFE No. 70, against which no charges have accrued.

398

June 11, 1928.
S-3

My dear Mr. Elliott:

With my letter of February 28 last I transmitted mechanical department AFE No. 70 covering application of adjustable driving box wedges to twenty-five class W-3 locomotives, at an estimated net cost of $14,057. The AFE was approved by the Executive Committee at a meeting held on March 21. Since then our mechanical department officers have made some further studies and have concluded that better results are to be obtained by applying Grisco supplemental quarter bearings in the main and intermediate driving boxes than may be obtained by applying adjustable driving box wedges as originally proposed. It is estimated that the Grisco type quarter bearings will effect a direct annual saving in maintenance cost of approximately $200 per locomotive. Therefore, it is now proposed to cancel mechanical department AFE No. 70 and to substitute therefor mechanical department AFE No. 159, of which I enclose third copy, covering the application of Grisco bearings to twenty-five class W-3 and ten class W-5 locomotives, at an estimated net cost of $13,127, with a charge to Additions and Betterments of $9,586. I have therefore authorized the cancellation of AFE No. 70 and the substitution of AFE No. 159.

Very truly yours,

(Signed) CHARLES DONNELLY.

Encl.

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

399

St. Paul, Minn., June 11, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

I have your letter of June 7 submitting mechanical department AFE No. 159 covering the application of Grisco driving box brasses to twenty-five class W-3 and ten class W-5 locomotives, to take the place of AFE mechanical department No. 70 covering the application of adjustable driving box wedges to twenty-five class W-3 locomotives.

I approve of the proposed substitution, and have instructed the Comptroller to cancel AFE No. 70. Signed copy of AFE No. 159 will reach you in due course.

(Signed) CHARLES DONNELLY.

400

At Seattle, Wash.,
June 11, 1928. D1

Dear Mr. Hartnett:

I have your letter of June 5.

I think with you that it might be helpful to us if I, or some one of our other officers, could arrange to be present and deliver a talk at a dinner to be given on some date in October, when the evening would be regarded as a Northern Pacific evening; and you are authorized to go ahead and make the necessary arrangements on this basis, letting me know at the earliest possible date just what date is decided upon. I should, of course, hope to be present myself but, if I could not be, I would arrange to have some one of our higher officers present in my place.

Sincerely yours,

(Signed) CHARLES DONNELLY,

Mr. W. C. Hartnett,
General Agent,
Northern Pacific Railway Co.,
507 Chamber of Commerce,
Cincinnati, Ohio.

cc-Mr. R. W. Clark:

401

At Seattle, Wash.,
June 11, 1928. D

My dear Major Douglas:

Referring to our talk of today about the proposed ticket office in the Stimson Building:

I enclose herewith a copy of the letter which I have this day addressed to Mr. Budd on this subject.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

Mr. J. F. Douglas,
Metropolitan Building Co.,
1301 Fourth Avenue,
Seattle, Washington.

402

At Seattle, Wash., June 11, 1928.

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

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

Mr. J. L. Burnham,
Western Traffic Manager.

I sent to each of you copy of a letter which I received from Mr. Mark E. Reed under date of May 17, and copy of my reply of June 5, in the matter of lease of Everett water-front property.

I now enclose copy of a letter which Mr. Reed wrote to me on June 6.

(Signed) CHARLES DONNELLY.

encl.

D

403

At Seattle, Wash., June 12, 1928. D

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

I have your letter of June 10 recommending the appointment of a solicitor to look after business in the Midway District, between St. Paul and Minneapolis; and adjustment of the rate paid Howard Shultz, clerk in Mr. Mitchell's office.

I have approved the Forms 202 covering these changes, and return them herewith together with your file.

(Signed) CHARLES DONNELLY.

encl.

At Seattle, Wash.,
June 12, 1926.

My dear Frank:

Your letter of June 7 has been forwarded to me on the line.

Your trip as planned will not interfere in the slightest with my western trip, and I shall be very glad to have Car Yellowstone at your disposal by June 22, ready for your departure on the twenty-third.

I shall probably take one or two Twin City lawyers west with Chief Justice Kennedy from St. Paul.

I hope to see you for a few moments at least when you pass through St. Paul, which I observe, according to your revised itinerary, will be the morning of the twenty-fifth instant.

With personal regards,

Sincerely yours,

(Signed) CHARLES DONNELLY

Mr. Frank L. Polk,
Davis, Polk, Wardwell, Gardiner & Reed,
15 Broad Street,
New York, N. Y.

At Seattle, Wash., June 12, 1928. D1

Dear Mr. Lacy:

On Friday morning last, the eighth instant, at Portland, I received in my mail pouch the enclosed envelope with the two cards inside it. Between these two cards there were two $50 bills and nine $100 bills. There was nothing whatsoever to indicate from whom the money came. I purchased a draft to the order of the Northern Pacific Railway Company for the amount - $1,000.00 - and I enclose it herewith. Mr. Sweney will know to what account it should be credited.

Please preserve the enclosed envelope and cards, as I shall want to get them for my files later.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

Mr. P. B. Lacy,
Treasurer, Northern Pacific Ry Co.,
St. Paul, Minnesota.

cc-Mr. F. W. Sweney:

At Seattle, Wash.,
June 12, 1928. D1

Dear Mr. Buffington:

Your letter of June 8 advising me of the purchase by your company of 75,000 tons of ore from the Sagamore Mine, which will move over the Northern Pacific to the docks, has been forwarded to me on the line.

I am very glad indeed to learn of this purchase and movement, and hope that it will prove to be the forerunner of still larger purchases of ore from this mine.

With personal regards, believe me

Yours sincerely,

(Signed) CHARLES DONNELL.

Mr. F. J. Buffington,
President, Illinois Steel Co.,
Chicago, Illinois.

June 12, 1928.
E-8

Dear Mr. Prosser:

On my return from the south, your letter of June 5 reached me. I thank you for the copy of "Western Advertising", and have perused it with interest.

I accompanied Mr. Donnelly on his western trip as far as Circle where the opening of the new branch line was celebrated. We had on our hands then a pretty heavy grind to handle the publicity, and I returned east at once. I received clippingsthrough you and from other sources which indicate that you have given us splendid co-operation in placing publicity in connection with that event.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. W. T. Prosser,
c/o Strang & Prosser,
L.C.Smith Building,
Seattle, Wash.

St.Paul, Minn., June 12, 1928.
E-8

Dear Mr. Roddy:

Your letter of June 8, File R-1517:

I am glad that you worked out your program for Mr. Melaney in co-operation with Mr. Robertson. I trust that Mr. Melaney's appearance in SanFrancisco has been helpful from a publicity standpoint. You may send me the cut which was made for the News Letter after it has served your purpose.

Yours very truly,

(Signed) F. W. DeGUIRE
Executive Assistant

Mr. J. P. Roddy,
General Agent,
633 Monadnock Bldg.,
SanFrancisco, Cal.

409

June 12, 1928.
E-S

Dear Mr. Eggert:

Your letter of June 7 which was acknowledged June 9 by Mr. A. M. Gottschald, Office Manager:

I am pleased to know that you plan to use photographs and the story about the Circle, Mont. celebration. I trust that the information about Messrs. Hammond and Cutler will serve your purpose.

If at any time we can co-operate with you in issuing your publication we will be pleased to do so.

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. W. H. Eggert, Editor,
Shop Craft Bulletin,
916 Pioneer Building,
St.Paul, Minn.

410

St.Paul, Minn., June 12, 1928.
E-8

Dear Sir:

Your letter of June 8, File 1808:

I am interested in what you say about possibility of making Mr. Melaney a weekly program feature. When Mr. Melaney returns from his Pacific coast trip I will go over this with him and then will write you again.

Thank you for your splendid co-operation in making the radio engagement at Station KMOX, June 7, a success.

Yours very truly,

(Signed) F. W. DeGUIRE

Executive Assistant

Mr. R. K. Cross,
General Agent,
St.Louis, Mo.

411

St. Paul, Minn., June 12, 1928.
K5

Dear Sir:

Referring to your letter of June 6 about award in Firemen's wage case:

We are arranging to put these new rates in effect, retroactive to August 1, 1927, and you should proceed on same basis for S. P. & S. Railway.

Yours very truly,

sgd-Ralph Budd
President, Great Northern Railway Co.

(Signed) CHARLES DONNELLY.
President, Northern Pacific Railway Co.

Mr. W. F. Turner, President,
Spokane, Portland & Seattle Railway,
Portland, Oregon.

cc-
Mr. Ralph Budd.

412

St.Paul, Minn., June 12, 1928.
E-8

Dear Mr. Ellsworth:

Thank you for the additional copies of the Dairy-Poultry pictures. These will be sent to Messrs. Clark, Owen, and Schneider as you suggest.

Yours very truly,

(Signed) F. W. DeGUIRE

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

413

June 12, 1928.
E-3

Dear Mr. Gamble:

On my return today from the south your letter of June 9 was awaiting me. Mr. Clark, who now is in the west, is expected to return early next week and I understand Mr. Goodsill also will be in the city at that time. It may be possible then to get them together.

The Yellowstone Park registration list which you returned to me has been sent back to the advertising department.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. F. R. Gamble,
Advertising Department,
Curtis Publishing Company,
231 So. LaSalle Street,
Chicago, Ill.

Copy for Mr. R. W. Clark.

June 12, 1928.
E-8

My dear Mr. Browne:

Thank you very much for the tear sheets from the Montana papers carrying the advance on Circle line opening. I appreciate what you say regarding the advance preparation of the Circle celebration story. I agree with you that we would have had little publicity had this course not been pursued.

The Billings Gazette handled the whole story admirably and we all want you to know that we are grateful to you for your fine co-operation, and we are happy to know that we have been helpful to you.

I am looking forward to a visit with you at Billings and the Beartooth some time this summer. I wired you today regarding the layout and the mat distribution of the Circle pictures which I hope reached you in time.

Yours very truly,

(Signed) F. W. DeGUIRE

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

June 12, 1928.
E-8

My dear Clair:

On my return today from the south, I find your letter regarding the "little iron hat" which you so thoughtfully exhibited at the county fair. I will be glad to have it with the blue ribbon.

I am hopeful that I will be able to get to Livingston and to the Park some time this summer.

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeCUIRE

Mr. L. E. Flint,
Editor, The Enterprise,
Livingston, Montana.

416

PAID

12:00 AM

St Paul June 12 1928
E-8

Walter L Browne
Editor The Gazette
Billings Mont

When did Gazette use layout Circle celebration and when were mats sent out

F W DeCuire

Charge Nor Pac Exec Dept

417

PAID

12:05 PM

St Paul June 12 1928
E-8

J P Roddy
633 Monadnock Building
San Francisco Cal

Believe Melaney will be able fill all engagements you have arranged My wire May seventh gave you definite hours of his specific engagement with Brotherhood Locomotive Firemen and Enginemen Suggest you wire Melaney direct care Spracklin Los Angeles

F W DeGuire

Charge Nor Pac Exec Dept

St Paul June 12 1928
E-G

Agent Fargo
Bismarck
Mandan
Billings
Livingston

Please notify newspapers that special train seventeen cars carrying Yellowstone Park employes to park leaves St Paul tonight second section number one Park opening June nineteen Employes include school teachers and students hotel managers and workers and others assembled from all over the country F-S

F W DeGuire

St. Paul, Minn., June 12, 1928.
S-3

Mr. J. M. Hughes,
Land Commissioner.

Mr. W. D. McIlvaine, of the Diebold Safe and Lock Company, has been in to see me and has asked permission to talk with two or three heads of departments in which important corporate records are kept, for the purpose of presenting for consideration suggestions for greater protection of records if it is considered that additional protection is necessary. Mr. McIlvaine has been told that among others he might call on you. He will require only a few moments in which to tell his story, and if the situation in your department is such that no helpful suggestions can be made, Mr. McIlvaine I am sure will not press the subject.

June 12, 1928.
9-3

Dear Sir:

Your letter of June 9 to Mr. Donnelly is received during his absence from Saint Paul. It will be called to his attention within the next week or ten days.

Very truly yours,

(Signed) B. O. JOHNSON,

Mr. W. S. McCrea,
c/o W. S. McCrea & Company,
200 Spokane & Eastern Building,
Spokane, Washington.

421

June 12, 1928.
8-6

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 April 30, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

427

June 12, 1928. A4

My dear Mr. Elliott:

I attach, for your information, a copy of Mr. Martin's letter of the 7th instant, in which he reports conditions on the Walla Walla Valley line for the month of May, 1928. The prospects for a good fruit crop in Walla Walla territory are excellent and we should this year obtain a good return on our investment in the property.

Yours very truly,

(Signed) CHARLES DONNELLY

encl.

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

St. Paul, Minn., June 12, 1928. A4

Personal

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

I have your memorandum of the 11th instant, in regard to request of Mr. James Stoddart that the restriction against the use of his Northern Pacific pass between the Twin Cities and lake points be removed.

While I would like to comply with your request, I am afraid I cannot do so. As I think you know, we do not wish these passes used between St. Paul and lake points, and as a matter of fact, our own employes' passes contain the same restriction, although of course we do give employes free commutation tickets between the points named. I have had several requests from Great Northern people to give unrestricted passes, one of which was from Mr. Schoettler who, as you know, is also in Mr. Maher's Department, all of which were declined. In view of the action taken in those cases, I cannot very well do anything else with respect to Mr. Stoddart's request.

(Signed) J. M. MOORE

At Seattle, Wash.,
June 12, 1928. D1

Dear Mr. Murphy:

Referring again to the question which we discussed with you and Mr. McCullough in Portland last week, of our advancing money to construct a logging road taking off from the Yacolt Branch for your use in logging certain timber which you have acquired, or propose to acquire, in that district:

I have gone carefully into the whole question with Mr. Plummer, and have discussed also with Mr. Clark and Mr. Burnham the alternative propositions suggested by Mr. McCullough. Our conclusion is that we would not wish to undertake to finance such a railroad on any terms other than those stated in the memorandum which I gave to you something more than a year ago. I hope that you will find it convenient to go ahead with the enterprise on this basis.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Edward Murphy,
President, Murphy Timber Co.,
Portland, Oregon.

cc-Mr. W. E. Coman:
Mr. R. W. Clark:

425

St. Paul, Minn., June 12, 1928. A4

Mr. F. W. Sweney,
Comptroller.

Referring to your letter of May 10, in regard to bills which the Milwaukee Company are rendering against us for use of certain spurs at Seattle, Washington:

I attach copy of my letter of the 15th ultimo to Mr. Coman and a copy of his reply of the 4th instant.

In view of Mr. Coman's recommendation, you may arrange to pay the Milwaukee bills covering the Seattle Construction and Dry Dock Company's spur, and the Pioneer Sand and Gravel Company's spur.

(Signed) CHARLES DONNELL
P

encl.

cc-Mr. W. E. Coman.

(Signed) CHARLES DONNELL
P

St. Paul, Minn., June 12, 1928. A4

Dear Mr. Coman:

I attach copy of Mr. Sweney's letter to me of the 4th instant, in regard to proposed supplement to contract dated December 12, 1912, covering joint use of tracks serving the Eclipse Mill at Everett. I think the recent extension of the joint tracks should be covered by a supplemental contract and that we should be given such protection as we need with respect to right of way.

Will you please arrange with Mr. Winders for the preparation of a contract covering this matter, and arrange with Mr. Earling for the execution of the contract by the Milwaukee Company.

Yours very truly,

(Signed) CHARLES DONNELL

encl.

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

cc-Mr. F. W. Sweney.

(Signed) CHARLES DONNELL

427

St. Paul, Minn., June 12, 1928. A4

Dear Mr. Gemmell:

I have your letters of May 25 and May 31 with respect to the contract with the Soo Line covering operation and maintenance of Bemidji passenger station.

The next time you are in St. Paul, I would like to discuss this whole matter with you.

Yours very truly,

(Signed) B. O. JOHNSON.

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

428

St. Paul, Minn., June 12, 1928. A4

Mr. R. H. Relf,
Assistant Secretary.

Will you please let me have copy of the articles of incorporation of the Northwestern Improvement Company; also the names of the incorporators and their relationship to the Northern Pacific Railway Company. Please also let me have the names of the officers and directors of the company for the eighteen months' period ending December 31, 1917.

(Signed) J. M. POOR.

11.50 A 429

St Paul Minn June 12 1928

R H Dick
c/o Car Yellowstone
Seattle

On seventh instant sent to President proposed letter to Holden about reorganization Western Group Presidents Conference Committee Now have tracer from Holden Please advise if letter signed and returned. C-9.

J H Poore

4.00 P 430

St Paul Minn June 12 1928

Charles Donnelly
c/o Car Yellowstone
Seattle

James N Hill wires you from New York under date June twelfth quote Hope you can use your influence to get S P & S fuel oil contract for California Petroleum now a Texas corporation concern end quote Present S P & S fuel oil contract is with Shell Company and will expire on December thirty first this year Have made no acknowledgment Hill's wire nor have we said anything to Great Northern or SP&S. C-10

B O Johnson

4.20 P

431

St Paul Minn June 12 1928

Agent Fargo
Bismarck
Mandan
Billings
Livingston

Correction my wire F-2 Park special leaves StPaul Wednesday night not Tuesday night F-11

F W DeGuire

St. Paul, Minn., June 12, 1928. A4

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

Referring to your letter of May 10 in regard to N.P.B.A. membership for relief telephone operators:

I am now advised by Mr. Wilder that generally speaking, our relief telephone operators are the same girls from month to month, but occasionally some of them get full time positions or drop out entirely, when of course new girls are employed.

In view of the character of their service, it seems to me that these relief operators should be considered eligible for N.P.B.A. membership after the first month in which they comply with the by-law requirement of five days continuous service, even though in some of the following months they do not perform that amount of service. Please advise if you agree.

(Signed) J. H. POORE

433

St. Paul, Minn., June 12, 1928. A4

Dear Mr. Gemmell:

Referring to my letter of the 4th instant to Mr. Williamson about use of "Q" engine on the M.& I. and the price at which the Northern Pacific would be willing to sell superheated "P" engine No. 254:

I now have a letter from Mr. Williamson advising that he is willing to sell this engine at a price of $7,000. I understand it is in first class condition, and has made but 40,000 miles since last general overhauling. If this price is satisfactory to you, I will arrange with our Accounting Department for the rendering of bill against your company.

I sent you a copy of my letter of the 11th instant to Mr. Williamson about replacing the "Q" engine with a superheater "Q", "Q-1", "P" or "P-1" engine; and will advise you as soon as I hear from him.

Yours very truly,

(Signed) B. O. JOHNSON.

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

835am 434

St Paul Minn June 12 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Passenger trains about on time Heavy rain averaging from one-half to one and one-half inches between St Paul and Mandan last night with showers Mandan to Missoula North Dakota crop undoubtedly damaged somewhat already by drought but last nights rain will help.

B O Johnson

435

Paid

835am

St Paul Minn June 12 1928

J H Carroll
Care CB&Q Car 90
Union Depot
Kansas City Missouri

Find it will be impossible for Mr Stevens get car twelve back here earlier than originally planned Will this not be satisfactor

B O Johnson

Charge NPRyCo
Executive Dept

June 12, 1928.
K2

Dear Mr. Conmy:

Answering yours of the seventh:

I delayed replying to your letter until I could get in touch with Mr. Sanders. Immediately he arrives here on Wednesday morning I will have a talk to him and I feel sure that conclusion will be reached that he come to Fargo and talk this matter over with you.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. E. T. Conmy,
Care Conmy, Young & Burnett,
Attorneys at Law,
Fargo, North Dakota.

437

June 12, 1928.
K5

Dear Madam:

In Mr. Donnelly's absence from the city, I acknowledge receipt of and thank you for your letter of June 11 transmitting a list of members of the American Bar Association in New York City who expect to attend the Annual Meeting at Seattle in July.

Yours very truly,

Miss Olive G. Ricker,
Executive Secretary,
American Bar Association,
209 South LaSalle Street,
Chicago, Illinois.

355pm

438

St Paul June 12 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Forwarding pouch ten train one tonight addressed on line west.

A M Gottschald

St. Paul, Minn., June 12, 1928.
K5

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

I return papers with your notation on Mr. Nelson's letter of May 24 about request which we received to take space in the program of the Diamond Jubilee Pageant to be held in the Minneapolis Municipal Auditorium June 25-27, 1928.

The question was taken up with interested lines, and while we have received no reply from the Milwaukee, we have received advice from the Omaha, Great Northern and Soo Line that they will join in declining to take space in this program. This letter will serve to confirm verbal advice to that effect given to your office today.

(Signed) B. O. JOHNSON.

encl.

440

June 12, 1928.
K5

Dear Sir:

This will acknowledge receipt of your letter of June 9 advising of your desire to represent this company in a legal capacity. Inasmuch as matters pertaining to the legal affairs of this company are handled by Mr. D. F. Lyons, General Counsel, I have referred your letter to him for reply.

Yours very truly,

(Signed) CHARLES DONNELLY

Mr. Leo T. Farrell,

Fairfax, Iowa.

cc-Mr. Lyons:
encl.

241

June 12, 1928.
KS

Dear Sir:

Your letter of June 11 to Mr. Donnelly, about the proposed trip of Chief Justice Kennedy to Seattle, has been received during his absence from the city. Mr. Donnelly is at present on the Pacific Coast and your letter and the enclosures are being forwarded to him today.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Silas H. Strawn, President,
American Bar Association,
First National Bank Building,
Chicago, Illinois.

442

June 12, 1928.
8-3

My dear Mr. Foss:

Referring to your letter of January 27 last:

The 1927 annual report of the Northern Pacific has just been completed, a copy of which I am sending you by separate mail. You are authorized to print a four-page summary of this report in the Railway Age, at a cost of $800.

Very truly yours,

(Sd.) CHARLES DONNELLY.

Mr. Charles W. Foss,
Financial Editor, Railway Age,
30 Church Street, New York City.

St. Paul, Minn., June 12, 1928.

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 June 7, 1928, and the period January 1 to June 7, compared with the actual figures for 1927.

(Signed) CHARLES DONNELLY

Encl.

June 12, 1928.
3-6

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 June 7, 1928, and the period January 1 to June 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.

445

St. Paul, Minn., June 12, 1928.
S-6

My dear Mr. Coman:

I am sending you, under separate cover, twenty-five copies of the annual report for the year 1927 for such personal distribution as you may wish to make. We have made the usual distribution to newspapers, banks and state officers.

Very truly yours,

(Signed) CHARLES DONNELLY
Jr

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

446

June 12, 1928.
S-S

My dear Mr. Elliott:

For your information, The Magazine of Wall Street, The Wall Street Journal and the Boston News Bureau addressed letters to me suggesting the printing of the 1927 annual report in those publications. I have written to them explaining that, as the report is widely distributed among the financial interests and others reached by such publications, we do not feel warranted in publishing the report. I have, however, in accordance with our practice, authorized its publication in the Railway Age.

Very truly yours,

(Signed) CHARLES DONNELLY

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

June 13, 1928.
9-3

Dear Sir:

Referring to your letter of February 3 about publishing the annual report of the Northern Pacific in The Magazine of Wall Street:

Inasmuch as copies of the report are widely distributed among financial interests and others interested in the company, we have concluded that we would not be warranted in publishing it as suggested.

Very truly yours,

(Signed) CHARLES DONNELLY
S/r

Mr. V. E. Graham, Vice President,
The Magazine of Wall Street,
42 Broadway, New York City, N.Y.

448

June 12, 1928.
S-3

Dear Sir:

Answering your letter of March 23, suggesting that the 1927 annual report of the Northern Pacific be run as an advertisement in The Wall Street Journal:

The report has just been completed and we have considered your suggestion. Our conclusion is that we would not be warranted in publishing the report in this manner inasmuch as the report is widely distributed to the class of readers that The Wall Street Journal will reach.

Very truly yours,

(Signed) CHARLES DONNELLY,
Pres.

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

449

June 12, 1928.
S-3

Dear Sir:

Answering your letter of March 23:

The 1927 annual report of the Northern Pacific has just been completed. We have considered the suggestion that the report be run as an advertisement in the Boston News Bureau and, while recognizing the importance of that publication, our conclusion is we would not be warranted in publishing our report as an advertisement.

Very truly yours,

(Signed) CHARLES DONNELLY

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

450

June 12, 1928.
S-3

Dear Mr. Jennings:

Referring to my letter of February 7:

There has been some unavoidable delay in the completion of the Northern Pacific annual report for 1927. It has just come off the press, and I am sending a copy of it to you in accordance with my letter.

Very truly yours,

(Sgd.) CHARLES DONNELLY

Encl.

Mr. George C. Jennings,
General Manager, Institutional Department,
John Nickerson & Company,
61 Broadway, New York City.

451

St. Paul, Minn., June 12, 1928.
9-3

Dear Sir:

Referring to your letter of April 19 and mine of April 24:

I am sending herewith two copies of the 1927 annual report of the Northern Pacific, one of which is for Chancellor Brannon; the other you may have some use for yourself.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Mr. W. H. Merriman,
District Freight & Passenger Agent,
Butte, Montana.

452

St. Paul, Minn., June 12, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Referring to your letter of February 4 about the status of mine trackage at Red Lodge and Roslyn:

Has it been possible to adjust this matter with the Northwestern Improvement Company?

(Signed) CHARLES DONNELLY.

453

St. Paul, Minn., June 12, 1928.
S-3

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

Referring to your memorandum of April 6 about the party of geological students from Princeton University who will visit the Rosebud coal field on June 29:

Has there been any change in the itinerary of this party?

(Signed) B. Q. JOHNSON

454

St. Paul, Minn., June 12, 1928.
S-3

Dear Mr. Coman:

Referring to Mr. Polk's trip:

He has made some change in his plans and will leave New York two days later than originally scheduled. This will bring him into Seattle on No. 3 June 30 instead of June 28.

Very truly yours,

(Signed) CHARLES DONNELLY

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

455

X

Paid

10:30 PM

St.Paul, June 12, 1928.

Howard Melaney
Care J.P. Roddy
633 Monadnock Building
San Francisco Cal

Please wire night letter brief report your trip to date with details about San Francisco.

F. W. DeGuire

Chge Nor Pac Ry Co
Executive Dept.

456

Paid

1 0:30 PM

St.Paul, June 12, 1928.

J. C.Spracklin
510 Central Building
Los Angeles Cal

Please wire Roddy train on which Melaney will arrive San Francisco thirteenth.

F. W. DeGuire

Chge Nor Pac Ry Co
Executive Dept

457

Paid

10:30 PM

St.Paul, June 12, 1928.

J. P. Roddy
633 Monadnock Building
San Francisco Calif

Sorry overlooked Melaney noon engagement thirteenth Have asked Spracklin wire you train on which Melaney will arrive San Francisco for evening engagement thirteenth.

F. W. DeGuire

Chge Nor Pac Ry Co
Executive Dept

458

June 12, 1928. A4

Dear Mr. Haugh:

Referring to our conference in your office on Friday, June 8, in regard to the treated tie matter: It was understood that I would write to you confirming the agreement reached.

We agreed that to the actual cost of the tie and its treatment should be added 5% to cover purchasing expense, insurance, interest and other overhead items. The cost of the tie includes not only the invoice cost of the tie, but also cost of inspection.

When ties are treated at our own plant at Paradise the cost will include interest on investment in the plant, depreciation and repairs to plant, insurance and taxes on plant, and taxes on ties while at plant prior to treatment; also the cost of switching service performed at the plant. You will note that I have included an item for taxes on ties while at the Paradise plant prior to treatment; this for the reason that in Montana taxes are assessed against specific items of property, and we have each year the actual amount of the taxes assessed on the ties stored awaiting treatment. In the state of Washington taxes are not so assessed and as we will not be in a position to charge the actual amount assessed against us for ties stored at the Colman plant, I have decided to eliminate that item entirely.

When ties are treated at the Colman plant at Seattle the 5% charge for purchasing expense, interest, insurance, etc., will be added to the cost of the tie, including inspection, the cost of treating materials, the amount paid Colman for treatment, and cost of switching service performed at the plant.

In addition to the above, the Northern Pacific will, of course, be paid for freight charges at agreed rates on ties and treating materials shipped to the plants and on treated ties moving from plants to point of use.

You will remember that I was not quite sure when I was in Omaha whether the 5% which we now add in connection with untreated ties included the cost of inspection. I find that our present practice with respect to this item is to include the cost of inspection with the cost of the tie and that practice has been followed since the agreement reached by Mr. Cooper and Mr. Farrell in 1913 and was, in fact, used by Messrs. O'Brien, Blaisdell and Saul in memorandum which they addressed to Mr. Farrell, a copy of which I enclose herewith as you did not keep a copy for your files.

Will you please advise if your understanding of the agreement we reached is in accordance with the above.

Yours very truly,

(Signed) J. H. POORE

encl.

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

459

St. Paul, Minn., June 12, 1928.

Mr. A. N. Page,
Superintendent, Employment Bureau.

I approve of the employment of B. M. Pederson, Jr., as waybill sorter in the office of the Auditor Freight Receipts during the summer school vacation.

This boy was fifteen years of age March 5, 1927.

(Signed) B. O. JOHNSON.

cc-Mr. A. L. Wielde,
Auditor Freight Receipts.

460

St. Paul, Minn., June 12, 1928.
K5

Mr. F. E. Williamson,
Vice President.

I have your letter of June 12 and this will be your authority to arrange for the construction of a spur track to serve the plant of the Sound Petroleum Company at Bellingham, Washington, at an estimated cost to the Railway Company of $746.00, the balance of the expense, $779.00, to be borne by the applicant. The usual AFE on that basis will be approved when submitted.

(Signed) CHARLES DONNELLY.

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

St. Paul, Minn., June 12, 1928.
K2

Mr. F.E. Williamson,
Vice President.

Answering your letter of the ninth about proposed steel car repair shop at Laurel:

I believe it would be well for you to prepare and submit usual improvement papers. By that time we will know more about our 1928 business and can then make decision as to whether we will undertake this work this year or postpone its consideration until next spring.

(Signed) CHARLES DONNELLY.

462

St. Paul, Minn., June 12, 1928.
K5

Mr. F. H. Williamson,
Vice President.

I have your letter of June 11 and this will be your authority to make the necessary trackage re-arrangement at Grandview, Washington, to provide a spur track to serve the fruit warehouse of the Grandview Dehydrating Company to facilitate switching at the various industries in that vicinity.

It is understood that the estimated cost of $2146.00 will be borne by the Railway Company, and the usual AFE will be approved when submitted.

(Signed) CHARLES DONNELLY.
W

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

463

St. Paul, Minn., June 12, 1928.A4

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

Dear Sir:-

Replying to your letter of the 7th instant:

We approve your recommendation that sale be made to the Portland Electric Power Company of the pole line extending from the Western Cooperage Company plant at Portland to the Willamette River bridge for a consideration of $500.00 and the granting to them of a ten year easement for right of way for the pole line and the use of the transformer house.

Yours very truly,

GREAT NORTHERN RAILWAY COMPANY,

By (Sgd) Ralph Budd
President

NORTHERN PACIFIC RAILWAY COMPANY,

By (Signed) CHARLES DONNELLY
President

464

Seattle, June 12, 1928

B. O. Johnson,
St. Paul

Wire James N. Hill as follows quote Bids for Spands fuel oil now being received. Will look into question and will be glad to comply with your request if it can be consistently done End quote.

Charles Donnelly

466

At Seattle, Wash.,
June 13, 1928. D1

My dear Mr. Elliott:

I enclose copy of a letter from Mr. Coman, dated June 12, with copies of the accompanying papers, all about a lease to be made to the Pacific Fruit and Produce Company of a fruit warehouse, which we propose to build at Thrall.

I have looked into this matter since coming out here and am satisfied that the construction of this warehouse will be a very good thing for us, and that we can pay for it in a short time from the earnings of the traffic which it will bring us. We will also receive a satisfactory return on the investment. As it was necessary to act promptly, I have told our people to go ahead with the matter, and I shall be glad if you will get from our Board or Executive Committee the necessary formal authority.

Very truly yours,

encl.

(Signed) CHARLES DONNELLY.

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

H66

At Seattle, Wash., June 13, 1928. D1

Dear Mr. Andersen:

I have your letter of June 6 enclosing a letter from Mr. N. D. Moore, of the Pacific Coast Coal Company, in which he asks a reduction in the royalty paid on the coal taken from the new Black Diamond mine.

The royalty of twenty-five cents a ton appears to be intrinsically reasonable, and I do not think it ought to be reduced; indeed, to reduce it for no other purpose and on no other ground than that of securing a better hold on the traffic of the Pacific Coast Coal Company, would be dangerously near to paying a rebate. I think you should advise Mr. Moore that we cannot comply with his request. I return his letter herewith.

Very truly yours,

encl. (Signed) CHARLES DONNELLY.

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

467

At Seattle, Wash.,
June 13, 1928. D1

Dear Mrs. Reid:

I called your home on the telephone from Mr. Winders' office yesterday, and Mr. Winders and I expected to come out and see you and Suzanne, but as we got no response we concluded you were out; and it looks now as though I shall be obliged to leave Seattle without seeing you.

I hope that you and Suzanne are both well, and that you will not hesitate to call upon me if at any time I, or the Northern Pacific, can be of any assistance to you.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mrs. George T. Reid,
4710 University Way,
Seattle, Washington.

9.45 A.

468

St Paul Minn June 13 1928

R W Clark
c/o Car 11
Seattle

Message twelfth Approve carrying Gellerman full allowance month of July G-12

B O Johnson

#69

St Paul Minn June 13 1928

W F Turner President
SP&S Railway Co
Portland

A-8 As near as we can figure it cost of Will bus at Portland after taking into consideration allowance for old stages is about eleven hundred dollars higher than Fageol bus Are your people satisfied that taking all things into consideration this would be better proposition than Fageols or that of any of the other bidders Will people advise us that they can make delivery of three busses in forty five days.

Ralph Budd
Charles Donnelly

470

Paid

9.50 AM

St Paul Minn June 13 1928

James N Hill
Room 503
17 Battery Place
New York NY

Bids for S P and S fuel oil now being received Will look into question and will be glad to comply with your request if it can be consistently done.

Charles Donnelly

Charge Nor Pac Ry Co
Exec Dept

9.50 A

471

St Paul Minn June 13 1928

Charles Donnelly
c/o Car Yellowstone
Seattle

Message from Seattle received and have wired James N Hill. G-13

B O Johnson

245pm
K5 472

St Paul June 13 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Message about plans received and understood.

B O Johnson

St Paul June 13 1928

Charles Donnelly
CareCar Yellowstone
Seattle

473

Afternoon Dispatch today contains story to effect that Richard Lilly seventeen year old son of R C Lilly is in critical condition Miller hospital as result injury suffered when a horse he was riding fell on him Little hope was held for his recovery Tuesday night but condition reported slightly improved today.

B O Johnson

474

Paid

315pm

St Paul June 13 1928

J Elmer Gougeon
Care Railway Age
30 Church Street
New York City NY

Message date Wrote Mr Foss June twelfth authorizing Railway Age print four page summary nineteen twenty-seven annual report at cost eight hundred dollars.

Charles Donnelly

Charge NPRyCo
Executive Dept

500pm

475

St Paul June 13 1928

Russell H Dick
Care Car Yellowstone
Seattle

Forwarding pouch eleven train one tonight addressed on line west.

A M Gottschald

476

June 13, 1928.
S-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 five months ended May 31, 1928.

Very truly yours,

(Signed) CHARLES DONNELLY

Encl.

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

477

June 13, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of June 11, enclosing memoranda relative to terminal test of air brakes in trains of this company during the month of May 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.

478

June 13, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of June 11, enclosing memoranda relative to inspection of safety appliances made during the month of May 1928.

These memoranda have been referred to our mechanical department for necessary attention.

Very truly yours,

(signed) CHARLES KERWIN

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

cc--
Mr. F. E. Williamson,
Vice President.
Encl.

479

Paid

920

St Paul Minn June 13 1928

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

Nichols of Yellowstone Park advises he will make hotel arrangements and will put one of their private touring cars at disposal Mr. Polk's party Stop The usual charge for a private car is twenty-five dollars per day but as there are five in the party their regular Park fares will cover D-14

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

480

St Paul June 13 1928
E-8

W E Coman
Seattle

What reaction did Strang & Prosser have in placing on west end photographs of Circle celebration They went over well on the east end and off line F-3

F W DeGuire

815p

481

St Paul June 13 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Another good rain past twenty-four hours between St Paul and Mandan Light showers through Montana Number one into Seattle yesterday thirty minutes late account miscellaneous delays Number two one hour and thirty minutes late into St Paul last night account engine failure No accidents.

B O Johnson

482

June 13, 1928.

K2

Dear Mr. Flanagan:

Mr. Donnelly sent me papers about your application for a position with this company, his letter to you of June 9.

I have talked your request over with our Accounting Department and they simply tell me, as I already knew, that introduction of certain machine accounting plus changed methods are tending continually to make reductions in forces. Obviously, when we so reduce forces, then as vacancies occur due to retirement or other causes, we have to give preference to these suspended men.

The situation therefore is that we cannot offer you any encouragement.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. John R. Flanagan,
514 Cotton States Building,
Nashville, Tenn.

483

St. Paul, Minn., June 13, 1928.
K2

Mr. Henry Hanson,
Assistant Purchasing Agent.

I wish you would read over the attached clipping from the Railway Age of June 9 descriptive of Canadian National Railway purchasing methods.

The thought occurred to me that a close study of this by yourself might result in consideration of some of their methods for our use. Kindly return the attached with such comments as you care to make.

(Signed) B. O. JOHNSON.

encl.

484

St. Paul, Minn., June 13, 1928.
K2

Mr. F. E. Williamson,
Vice President.

Your memorandum of June 6:

Mr. Donnelly has noted decision of United States Circuit Court of Appeals in the Firemen's wage case, and you will find it returned herewith.

(Signed) B. O. JOHNSON.

encl.

935am 485

St Paul June 13 1928

H E Stevens
CareCar 12 Spokane

S18 If car reaches here morning of nineteenth as per original plan it will be satisfactory.

B O Johnson

June 13, 1928.
K2

Dear Mr. Kerr:

We are assembling old documents, relics and curios for what probably at some time will be a museum of these things in our General Office building in St. Paul. I was showing Mr. Lyons the originals of some old letters and he immediately told me that he thought you would be interested, and by way of explanation read me part of your argument in the Land Grant case relating to Indian troubles when the Northern Pacific was being projected.

You will find copies of these letters attached.

Yours very truly,

(Signed) B. O. JOHNSON.

encl.

Mr. James B. Kerr,
Care Carey & Kerr,
Attorneys at Law,
1410 Yeon Building,
Portland, Oregon.

June 13, 1928.
K2

Dear Mr. Wenzel:

Your letter of the twelfth transmitting application for your daughter Margerette:

Margerette called on me this morning and I explained to her that things were awfully quiet. After she left I had a talk with Mr. Page, our Superintendent of Employment, and he is canvassing different offices in the building to see if we cannot place her. I do not want to offer you any encouragement, but you can rest assured I will do everything I can to see if we cannot locate a position. I will write you again in ten days or two weeks.

With best personal regards, I am

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. H. C. Wenzel,
Commissioner,
Dept. of Parks, Playgrounds and Public Buildings,
St. Paul, Minnesota.

215pm 2158

St Paul June 13 1928

Charles Donnelly
Care Car Yellowstone
Seattle

Morning press carries item that ICC has permitted lake cargo coal rates proposed by Penn Bando and NYC to be effective June eighteenth This will effect certain reduction in our eastern coal contract prices Situation not entirely clear and will advise you later actual effect.

B O Johnson

#89,

S t. Paul, Minn., June 13, 1928.
K5

Dear Mr. Flanagan:

For the personal record files of this office, I shall appreciate if you will complete and return to me one copy of the enclosed forms No. 7298.

Yours very truly,

(Signed) B. O. JOHNSON.

encl.

Mr. Henry Flanagan,
Trainmaster, NPRy.,
Forsyth, Montana.

490

St. Paul, Minn., June 13, 1928.
K5

Dear Mr. Slade:

For the personal record files of this office, I shall appreciate if you will complete and return to me one copy of the enclosed forms No. 7298.

Yours very truly,

(Signed) B. O. JOHNSON.
W

encl.

Mr. G. N. Slade,
Trainmaster, NPRy.,
Minneapolis, Minnesota.

491

S t. Paul, Minn., June 13, 1928.
K5

Dear Mr. Corser:

For the personal record files of this office, I shall appreciate if you will complete and return to me one copy of the enclosed forms No. 7298.

Yours very truly,

(Signed) L. O. JOHNSON.

encl.

Mr.Caleb Corser,
Trainmaster, NPRy.,
Jamestown, N.D.

492

St. Paul, Minn., June 13, 1928.
K5

Mr. J. G. Woodworth,
Vice President.

I enclose copy of a letter from Mr. M. B. Mikkelson, of the Mikkelson Grain Company, Lewiston, Idaho, to Mr. Donnelly about their efforts to stimulate dairy interest in that territory, together with copy of my reply.

Will you please advise what, if anything, we might do to assist these people in developing the dairy industry along the lines desired?

(Signed) B. C. JOHNSON.

encl.

493

June 13, 1928.
KS

Dear Sir:

In Mr. Donnelly's absence from the city, I acknowledge receipt of your letter of June 9 about your efforts to stimulate an interest in dairying in the Lewiston district. Your letter will be brought to Mr. Donnelly's attention upon his return to the office; but, in the meantime, we are asking our Agricultural Department for their suggestions as to what might be done to assist you in this undertaking.

Yours very truly,

(Signed) R. O. JOHNSON

Mr. M. B. Mikkelson,
Care Mikkelson Grain Company,
Lewiston, Idaho.

cc-Mr. J. G. Woodworth

St. Paul, Minn., June 13, 1928.
S-6

Dear Mr. Gemmell:

I enclose for your approval as President of the Minnesota & International Railway Company, AFE ED No. 546 of 1928 covering the placing of new 24-inch reinforced concrete culvert pipe 32 feet long, near Margie, Minnesota.

Very truly yours,

(Signed) B. O. JOHNSON.
V/r

Encl.

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

June 14, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of crop report No. 10, dated June 13, 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.

1145 am

494

Saint Paul June 14 1928

W M Nichols

Mammoth Hot Springs

Mr Polk's daughter has been added to the party making six in all Can they be accommodated in one Lincoln car D-15

Charles Donnelly

1030 am

491

Saint Paul June 14 1928

Charles Donnelly
Car Yellowstone
Tacoma

As there are numerous private car movements this time of year think it would be well to now arrange for moving Yellowstone on your trip east next week If you agree and will indicate arrangements you would like to have made I will take the matter up with other roads D-14

B O Johnson

498

June 14, 1938.
S-6

Dear Mr. Dunn:

This will acknowledge receipt of, and thank you for, your letter of June 7, enclosing report of work done in the office of the Western Railways' Committee on Public Relations during the month of May 1938.

Very truly yours,

(Signed) CHARLES DONNELLY

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

499

X

Paid

5 pm

St Paul Minn June 14 1928

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

Wire date Nichols advises six persons can ride comfortably in Lincoln car and that he will adjust reservations to meet change in party D-16

E M Willis

Charge: Nor Pac Ry Co
Executive Dept

825am 300

St Paul June 14 1928

Charles Donnelly
Care Car Yellowstone
Tacoma

Fortunately for grain crop rains of past few days been followed by cool clear weather past twenty-four hours thus giving moisture chance sink into the soil Passenger trains this morning on time No accidents.

B O Johnson

830am

501

St Paul June 14 1928

Charles Donnelly
Care Car Yellowstone
Tacoma

J G Woodworth wires you from New York thirteenth as follows Quote Chairman being indisposed has asked me to attend Executive Association meetings Atlantic City Thursday and Friday Will arrive St Paul Sunday morning. End quote.

B O Johnson

950am

502

St Paul June 14 1928

Charles Donnelly
Care Car Yellowstone
Tacoma

Condition Richard Lilly reported this morning as still critical.

G21.

B O Johnson

950am

503

St Paul June 14 1928

R W Clark
Care Car 11 Tacoma

Will you let us have pretty soon your conclusions as to distribution 1928 coal order. B22.

B O Johnson

951am

504

St Paul Minn June 14 1928

W W Berry
Tacoma

I have your kind invitation to attend Veterans Association meeting at Tacoma June eighteenth and am so sorry it will be impossible for me to be present I am looking forward to your 1930 meeting when it will be possible for me to attend a convention without a special invitation My best wishes go out to you for a wonderful meeting.

B O Johnson

505

June 14, 1928.
K2

Dear Mr. Conmy:

Further my letter of the twelfth about proposed amendment looking to bond issue for liquidation of state bank losses:

Mr. Sanders returned to St. Paul yesterday morning. He tells me he had a visit with Mr. Young passing Fargo and from him secured a pretty clear picture as to the situation. Mr. Sanders has what I think is a good plan in mind as to what we should do, and some course of action will be decided on shortly, when you will be advised.

In the meantime, I understand from what Mr. Sanders said that we are all agreed that we should do nothing until after the primary the latter part of this month.

If there are any developments, keep me posted please.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. E. T. Conmy,
Care Conmy, Young and Burnett,
Attorneys at Law,
Fargo, N. D.

306

St, Paul, Minn., June 14, 1928.
K2

Personal

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

Your letter of the thirteenth, File 129-2B, transmitting application for $4,000 additional officers insurance for Mr.Gustav Cederberg:

I am of the opinion, after reading your description of Mr. Cederberg's duties, that he would fall under an officer's classification. Application for this additional insurance has therefore been approved.

(Signed) B. O. JOHNSON.

Personal
cc-Mr. E. T. Dakin
Mr. Behler took this up with me direct. I approved. Presume you would have had no objections.

(Signed) B. O. JOHNSON.

507

St. Paul, Minn., June 14, 1928.
K2

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

Your letter of the tenth and returning papers about solicitation for a contribution to the support of the Northwestern Fertilizer Association:

This matter has not been called to the attention of the executives. I agree with conclusion reached in the attached file that we should not let ourselves in for this kind of assistance. This is certainly a state legislative matter rather than one for railroads to assist in financing.

(Signed) B. O. JOHNSON.

encl.

.508

June 14, 1928.
K2

Dear Mr. Ahara:

Thank you for sending me copy of your pamphlet entitled "The Good Samaritan of the Railroad World".

I read this over very carefully and was very much impressed with the extent to which your organization is performing acts of kindness and charity, which in needy cases must be very much appreciated.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. F. B. Ahara, Vice President,
Benefit Association of Railway Employees,
P. O. Box 790,
Chicago, Illinois.

220pm
K2

St Paul June 14 1928

Charles Donnelly
Care Car Yellowstone
Tacoma

C W Kelsey 50 Broadway New York invites you or send representative attend meeting which he has called New York June nineteenth to discuss railroads and aviation We know nothing about Mr Kelsey here and thought best consult you before replying. B23

B O Johnson

225pm
K2

St Paul June 14 1928

R W Clark
Care Car 11 Tacoma

R M Adams asks if possible assign him five thousand tons coal which he will furnish us through Pursglove Told Adams would discuss with you and advise Suggest we tell him that our present purchase plans are so nearly consumated that we can do nothing for him this year Do you approve. B24

B O Johnson

511

St. Paul, Minn., June 14, 1928.
K2

Mr. C. C. Kyle,
Purchasing Agent.

In looking over statement of Store Delivery costs for the month of May, I notice that these costs run much higher at Como than either Brainerd or South Tacoma. What causes this?

(Signed) B. O. JOHNSON.

512

St. Paul, Minn., June 14, 1928.
K2

Mr. G. F. Endicott,
Mechanical Engineer.

Recalling our talk on June 4 about design of carpet for the new business car:

I have discussed this with Mr. Clark and we are agreed that we will use standard green carpeting as per original plan.

(Signed) B. O. JOHNSON.

513

St. Paul, Minn., June 14, 1928.
K2

Dear Nels:

Mr. Jacobus tells me that an old timer named Sweetland, who lives at Fromberg, claims he has the first key ever issued by the Northern Pacific. Was wondering if you could not look up Mr. Sweetland and see what he has in the way of a key. We are collecting old curios, and if Mr. Sweetland has a switch key which he can establish as the first key ever issued by the Northern Pacific, we naturally would like very much to get hold of it.

At your convenience let me know what you were able to find out about it.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. Nels Vordahl,
Roadmaster, NP Ry.,
Laurel, Montana.

cc-Mr. Jacobus:
This refers to yours of the thirteenth. Thank you.

514

June 14, 1928.
K2

Dear Mr. Sherrington:

When you were in St. Paul we had some talk about Operating Department so-called "inside cost accounting". You will find an interesting article on that subject, showing practices of the Northern Pacific, in the Railway Age issue of January 21, 1928.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. C. E. R. Sherrington, Secretary,
Railway Research Service,
Houghton Street, Aldwich, London, W.C.2.

515

St. Paul, Minn., June 14, 1928.
K2

Dear Mr. Lowry:

You will handle Mr. H. S. Firestone in Pullman private car "Ideal" out of Gardiner on June 27 for Livingston and St. Paul. Please arrange to secure about a dozen trout, averaging about a pound, and see that they are placed on car "Ideal", leaving Gardiner, with a card - "Compliments of Mr. Donnelly".

If you go to any expense, let me know what it is.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. T. F. Lowry,
General Superintendent, NPRy.,
Livingston, Montana.

500pm

516

St Paul June 14 1928

Russell H Dick
Care Car Yellowstone
Tacoma

Pouch

Forwarding pouch twelve train one tonight addressed on line west.

A M Gottschald

517

St. Paul, Minn., June 14, 1928. A8

Dear Mr. Lowry:

It may interest you to know that Pathe News has released nationally a film taken at Circle on June 2, when entry of the Northern Pacific's first train on the new line was celebrated. The celebration has been marked by widespread publicity in news articles, newspaper pictures and films throughout America.

Yours very truly,

Mr. T. F. Lowry,
General Superintendent,
Livingston, Montana.

518

St. Paul, Minn., June 14, 1928. A8

Dear Mr. Taylor:

It may interest you to know that Pathe News has released nationally a film taken at Circle on June 2, when entry of the Northern Pacific's first train on the new line was celebrated. The celebration has been marked by widespread publicity in news articles, newspaper pictures and films throughout America.

Yours very truly,

(Signed) F. W. DeGuire

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

519

June 14, 1928. AS

Dear Mr. Hofacre:

Thank you for the two copies of Farmstead, Stock & Home, issued June 15, which carried an article on the dairy-poultry special train.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. F. F. Hofacre, Managing Editor,
Farmstead, Stock & Home,
427 Sixth Avenue South,
Minneapolis, Minn.

520

June 14, 1928. AS

Dear Mr. White:

It may interest you to know that Pathe News has released nationally a film taken at Circle on June 2, when entry of the Northern Pacific's first train on the new line was celebrated. The celebration has been marked by widespread publicity in news articles, newspaper pictures and films throughout America.

Yours very truly,

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

521

Frank 602

Tacoma, Wash., June 14, 1928.

J. A. Ford,
Spokane Chamber of Commerce,
Spokane, Wash.

Your wire date. I regret very much that engagements which I have in the east will make it impossible for me to accept your kind invitation to address membership meeting Spokane Chamber on Tuesday next. I expect to be in Spokane on Saturday and hope to see you.

Charles Donnelly

522

At Tacoma, Wash.,
June 14, 1928. D1

Dear Mr. Shepard:

Thank you for your most kind and gracious letter of June 8, which has been forwarded to me on the line.

It was a great pleasure for me to meet you at the Metropolitan Club, and I shall certainly take occasion to look you up when I come to New York in the near future.

Sincerely yours,

(Signed) CHARLES DONNELLY.

Mr. Finley J. Shepard,
120 Broadway,
New York, N. Y.

June 14, 1928.AS

Dear Mr. Larson:

It may interest you to know that Pathe News has released nationally a film taken at Circle on June 2, when entry of the Northern Pacific's first train on the new line was celebrated. The celebration has been marked by widespread publicity in news articles, newspaper pictures and films throughout America.

Yours very truly,

Signed F. W. DeGUIRE

Mr. Ben M. Larson, Publisher,
The Circle Banner,
Circle, Montana.

524

x

Paid

12.15 PM

St Paul Minn June 14 1928

Howard Melaney
c/o J P Roddy
633 Monadnock Bldg
San Francisco Calif

Mr Zwight has letter from chairman entertainment committee Railway Supply Manufacturers Association which is to have convention Atlantic City June twentieth to twenty seventh advising that he could use you to mutual advantage twenty fifth or twenty sixth You could leave here night twenty third and arrive Atlantic City twenty fifth Would you be in condition fill an engagement there or would it be better go back week of June twenty fourth to regular circuit to which we are committed.

F W DeGuire

Charge Nor Pac Ry Co
Exec Dept

525

Paid

11.15 AM

St Paul Minn June 14 1928

W L Brown
Gazette
Billings Mont

How did pictures Circle celebration go over in Montana newspapers Have seen Billings and Miles City They look good Are you sending us tear sheets Please wire answer.

F W DeGuire

Charge Nor Pac Ry Co
Exec Dept

526

Paid

11.10 AM

St Paul Minn June 14 1928

T H Talley
Fox News
850 Tenth Avenue New York NY

Mr Suessenguth your photographer made film Circle Montana railroad celebration June second Will Fox use and if so when.

F W DeGuire
Executive Assistant
Northern Pacific Railway

11.10 A

527

St Paul Minn June 14 1928

R W Clark
c/o Car 11
Tacoma

Pathe News has released nationally Circle pictures now running you could arrange see them on Coast by inquiring by telephone Pathe News Exchange when issue number forty nine which contains Circle pictures will be shown. F-14.

F W DeGuire

528

St.Paul, Minn., June 14, 1928.
E-8

Dear Sir:

Your letter of June 11, File MMG-ELJ, regarding Montana state publicity which is handled by Mr. Barclay Craighead:

We have discussed the subject at length from time to time with Mr. Craighead, and Mr. Clark is familiar with the progress we have made. You understand, of course, that we have pursued a policy of dealing direct with Montana newspapers and the results, I believe have warranted continuing on that basis. Mr. Craighead's news releases in most cases would not fit the time element of the stories we have released direct. I do believe, however, that the agricultural development department's men in the territory should keep in touch with Mr. Craighead and I have talked about this subject with Mr. Haw and Mr. Courtice, and you probably know that on May 8 one of Mr. Craighead's releases carried a lead story quoting Mr. Courtice on the subject of Montana grown certified seed potatoes. It is such local Montana stories that we should get into Mr. Craighead's releases.

Yours truly,

(Signed) F. W. DeGUIRE

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

529

June 14, 1928.
E-8

Dear Mr. Hanson:

I just have read a splendid article by Mr. Lawrence Beech treating of the finances of the Northern Pacific in the issue of the Transcript June 6. I would very much like to have another clip of that issue, and if it is not imposing upon you please mail me one.

Last week I mailed you photographs taken at the Montana celebration marking the opening of a new Northern Pacific line. If the Transcript uses any of these photographs won't you please bring them to my attention since we are eager to have a comprehensive file in the President's office.

With kindest personal reggrds,

Yours very truly,

(Signed) F. W. DeGUIRE

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

530

June 14, 1928.
E-8

My dear Colonel:

Thank you very much for the splendid use you made of the story I mailed you about the opening of the new Northern Pacific Montana line which appeared in the Times on May 27. I want you to know that we all appreciate it.

Last week I mailed you some photographs taken at the time of the celebration on June 2. If any of these are used in the roto section of the Times or elsewhere won't you please bring them to my attention as we are eager to have a comprehensive file in the President's office.

With kindest personal regards,

Very truly yours,

(Signed) F. W. DeGUIRE

Col. W. F. Wamsley,
Financial Department,
The Times,
New York City, N.Y.

531

June 14, 1928.
E-8

My dear General:

Thank you very much for the splendid use you made of the story I mailed you about the opening of the new Northern Pacific Montana line . I want you to know that we all appreciate it.

Last week I mailed you some photographs taken at the time of the celebration on June 2. If any of these are used in the roto section of the Ledger or elsewhere won't you please bring them to my attention as we are eager to have a comprehensive file in the President's office.

With kindest personal regards,

Very truly yours,

(Signed) E. W. DeGUIRE

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

532

June 14, 1928.
E-8

Dear Mr. Snow:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use in the Monitor since it has been called to my attention that the Monitor was interested in obtaining information about this new line recently.

If any of these photographs were used in the Monitor, won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Very truly yours,

(Signed) F. W. DeGUIRE

Mr. Franklin Snow,
Christian Science Monitor,
Boston, Mass.

533

June 14, 1928.
E-8

My dear Mr. Trubshaw:

I understand that you are preparing a feature story about Mr. J. J. Chamberlain, Northern Pacific agent at Valley City, who is to retire on the honor rolls of the company on July 1. We plan to handle from this office publicity on Mr. Chamberlain for distribution particularly in North Dakota, but do not wish to conflict with any plans you may have. In other words, we will so time our release that it will follow immediately after your feature story is used.

Please advise me the date on which you plan to handle the story in the Times Record.

Yours very truly,

(Signed) F. W. DeCUIRE

Mr. P. R. Trubshaw, Editor,
The Daily Times Record,
Valley City, N.D.

534

June 14, 1928.
E-8

Dear Mr. Chamberlain:

Please mail to me at once a new photograph of yourself which we plan to use in co-operating with newspaper editors, many of whom will want to print a news article about your retirement on the honor rolls July 1.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. J. Chamberlain,
Agent, Northern Pacific Ry.Co.,
Valley City, N.D.

535

June 14, 1928.
E-8

Dear Mr. Allen:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) P. W. DeGUIRE

Mr. W. S. Allen,
the Dakota Farmer,
Aberdeen, S.D.

534

June 14, 1928.
E-8

Dear Mr. LeBau:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. E. T. LeBau,
Underwood & Underwood,
125 No. Wabash Avenue,
Chicago, Ill.

537

June 14, 1928.
E-8

Dear Mr. Saunders:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Alvin Saunders,
The Breeders' Gazette,
Union Stockyards,
Chicago, Ill.

June 14, 1928.
E-8

Dear Mr. Rachlin:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

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

539

June 14, 1928.
E-8

Dear Sir:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) F. W. DeGUIRE

Roto Editor,
Rocky Mountain News,
Denver, Colorado.

540

June 14, 1928.
E-8

Dear Mr. Walker:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of theme photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. Geo. B. Walker,
New York Herald Tribune,
New York City, N.Y.

June 14, 1928.
E-8

Dear Sir:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) E. W. Beck

Roto Editor,
Chicago Tribune,
Chicago, Ill.

542

June 14, 1928.
E-8

Dear Sir:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) E. M. DeCURE

Roto-Editor,
Chicago Daily News,
Chicago, Ill.

5213

June 14, 1928.
E-8

Dear Mr. Crowley:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) E. W. DeGUERE

Mr. Ray Crowley,
Asst. City Editor,
The Post-Dispatch,
St.Louis, Mo.

544

June 14, 1928.
E-8

Gentlemen:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) E. W. DeGUIRE

Pacific and Atlantic Photos,
2 5 P a r k P l a c e,
New York City, N.Y.

545

June 14, 1928.
E-8

Gentlemen:

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Yours very truly,

(Signed) F. W. DeGUIRE

Hearst International News Service,
Hearst Building,
Chicago, Ill.

546

June 14, 1928.
E-8

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Yours very truly,

(Signed) F. W. DeGUIRE

Associated Press,
New York City, N.Y.

547

June 14, 1928.
E-8

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Yours very truly,

(Signed) F. W. DeGUIRE

International Syndicate,
Baltimore, Md.

546

June 14, 1928.
E-8

Dear Sir:

Last week we mailed to you photographs taken at the time of a celebration in Montana which marked the opening of a new Northern Pacific line. These were sent you in the belief that some of them might have been of sufficient news value to warrant use by you. If any of these photographs were used won't you please call them to my attention as we are eager to have a comprehensive file in the President's office.

Yours very truly,

(Signed) E. W. DeGUIRE

Roto Editor,
Times-Picayune,
New Orleans, La.

549

June 14, 1928.
E-8

Dear Mr. Anderson:

Information reached me today that the Longview Daily News.plans to issue a special edition when the through railroad service is established, and that an article about the Northern Pacific could be used in that edition.

If you will advise me just what information you wish to carry in the news article and what type of photographs you could use I will be pleased to furnish them; also what is the date of the proposed edition?

Yours very truly,

(Signed) F. W. McGUIRE

Mr. R. M. Anderson,
Asst. to the Publisher,
Longview Daily News,
Longview, Wash.

550

June 14, 1928.
E-8

Dear Mr. Trubshaw:

A news story dated Watford, N.D. June 7, carried the information that Mrs. Alice Roosevelt Longworth is to attend the dedication of the Roosevelt Bridge over the Little Missouri River at Chalmers Ferry in McKenzie County on July 13. It seems to me that this might give us an opportunity to obtain some worthwhile national publicity for the North Dakota bad lands. I believe that an action photograph of Mrs. Longworth at the scene of ranching activites of her father, Theodore Roosevelt, with short cut-lines would go over well. I am writing you to ascertain what plans, if any, you have made to cover this event, and what arrangements we could make to get the right kind of picture.

An early reply will be appreciated.

Yours very truly,

(Signed) F. W. McGUIRE

Mr. P. R. Trubshaw, Editor,
The Daily Times Record,
Valley City, N.D.

551

June 14, 1928.
E-8

My dear Tom:

I regret that when you and Mrs. Steward called at my office today I was absent. I trust that Mrs. Steward obtained the pictures she desires. If I can be of assistance please advise me.

With kindest personal regards,

Very sincerely yours,

(Signed) F. W. DeGUIRE

Mr. T. B. Steward,
Publicity Director,
University of Minnesota,
Minneapolis, Minn.

557

June 14, 1928.
B-3

My dear Mrs. Gardner:

Permit me to send to you my sincere sympathy in the great loss that you have recently experienced. I have known Mr. Gardner for a great many years and, while we were not often thrown together, I always enjoyed meeting and visiting with him whenever there was an opportunity.

Mr. Howard Elliott, Chairman of the Northern Pacific at New York, also knew Mr. Gardner very well, and when I learned of Mr. Gardner having passed on, I sent word to Mr. Elliott. Mr. Elliott has written asking me to express to you his sincere sympathy. In writing to me Mr. Elliott states:

"I remember Mr. Gardner very well, and he was always extremely attentive and polite in handling the company's passenger business."

Very truly yours,

(Signed) J. M. WILLIS

Mrs. Carrie H. Gardner,
524 Ashland Avenue,
St. Paul, Minnesota.

553

June 14, 1928.
B-3

My dear Mr. Elliott:

Herewith third copy of Montana Division AFE ED No. 146 covering miscellaneous building repairs Livingston to Toston, at an estimated net cost of $8475, of which $3447 is chargeable to Additions and Betterments.

These are items covered by Form 133, but they are not included in the budget. Among them is one item for replacing blank platform with asphalt at Logan, at an estimated cost of $6287, of which $2867 is chargeable to Additions and Betterments. The existing platform is in very poor condition and, following a study of the situation by the operating and engineering department officers, their conclusion is that the asphalt will prove to be more satisfactory and will yield a better return on the investment than if the platform is renewed in kind.

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.

55A

June 14, 1928.

My dear Mr. Elliott:

The Railway Company leases to Elizabeth O'Brien and Ever Peterson for term of twenty-five years from April 1, 1915 that portion of Lot 2 in Block 3, Havermale's Addition to Spokane, margined in red lines on the attached plat. This property lies within the inner 300 ft. of the charter right of way and is a part of the SE¼SE¼ of Section 18-25N-43E, W. M., which was patented to Samuel C. Havermale many years ago. Mr. Havermale platted his addition ignoring the right of way. Subsequently he sold lots to various parties and the Railway Company threatened to bring suit as to such portions of the lots which fell within the charter right of way, but finally compromised by giving deeds to the purchasers for substantial considerations. For Lot 2 the Company obtained a consideration of $1,478.00. This was all prior to the Ely case decision which confirmed conveyances on the outer 100 ft. strips of the charter right of way made prior to April 28, 1904.

When the Company made a separation of grades at Spokane O'Brien and Peterson claimed damages to Lot 2. The matter was finally settled whereby the Company paid these parties $800.00 for damages and in addition they were given the lease above referred to.

These parties, who own the remaining portion of the lot, have an opportunity to make a long term lease and request an extension of twenty-five years to their present lease. This extension is approved by all departments concerned.

Will you please have this authorized by the Board with the understanding that the rental which is now paid under the present lease will be continued to the expiration date of that lease, and that thereafter the rental will be figured on the usual basis with revaluation periods each five years.

Yours very truly,

(Signed) CHARLES DONNELLY.

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

555

June 14, 1928.
S-3

My dear Mr. Elliott:

I have received your letter of June 11 and, as requested, have conveyed your expression of sympathy to Mrs. Carrie H. Gardner, 524 Ashland Avenue, Saint Paul, widow of Mr. D. B. Gardner.

I hope you are feeling all right again and that you will have a comfortable and satisfactory summer.

Very truly yours,

(Signed) E. M. WILLIS

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

554

St. Paul, Minn., June 14, 1928.
S-3

Dear Mr. Andersen:

Referring to your letter of March 27 about a party of geological students from Princeton University who are interested in visiting the Rosebud coal field:

No change has been made in the date of their proposed visit, and according to the schedule they will be at Colstrip on June 29. I think it would be well if Mr. Swem could meet the party at Forsyth, where they are due on the Comet at 9:03 p.m. June 28, and accompany them to Colstrip.

Very truly yours,

(Signed) CHARLES DONNELLY

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

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

557

St. Paul, Minn., June 14, 1928.
S-3

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

Referring to your letter of June 10:

I have today sent to Dr. Bean, of the Dayton Avenue Presbyterian Church, a system pass in his favor. I have explained to him your absence on the road.

(Signed) E. M. WILLIS

558

June 14, 1928.
S-3

My dear Doctor Bean:

Mr. R. W. Clark, who is absent from Saint Paul on a trip over the road, has received and forwarded to me your letter of June 1 about a pass.

We are very glad to be able to send you the enclosed, which I trust you will find of use.

Very truly yours,

(Signed) E. M. WILLIS

Encl.

Dr. James Wilson Bean,
c/o Dayton Avenue Presbyterian Church,
St. Paul, Minnesota.

559

St. Paul, Minn., June 14, 1928.
K2

Mr. J. M. Hughes,
Land Commissioner.

Mr. R. M. Adams came in this morning telling me about joint ownership as between his father and the Northern Pacific of a forty in 13-45-30 in the Cuyuna south range, and also about railway ownership in Section 8-45-29, and his father's ownership in Section 7, same Township and range.

Mr. Adams proposes some sort of a deal whereby either his father or the Railway Company would acquire ownership of the forty referred to, and also would acquire individual ownership of the ore body which runs through portions of Sections 8 and 7 last referred to.

I told Mr. Adams that we were not at this time interested in effecting any change in our Cuyuna ore land holdings, but he was insistent so I told him I would look into it further and advise him again. What reply would you suggest I make to him?

(Signed) R. O. JOHNSON.

Tacoma, Wash., June 14, 1928.

B. O. Johnson,
St. Paul

560

D-14. My present plan is to reach St. Paul morning of twentieth and arrangements should be made for movement of Car Yellowstone to Chicago Burlington Train forty-eight that night and Pennsylvania Manhattan Limited from Chicago twenty-first to New York.

Charles Donnelly

561

At Tacoma, Wash., June 14, 1928. D1

Mr. D. F. Lyons,
General Counsel.

If you have any extra copies I wish you would send to Mr. Daniel Kelleher, Chairman, Seattle National Bank, a copy of the brief in the merger case.

(Signed) CHARLES DONNELLY.

562

At Tacoma, Wash.,
June 14, 1928. D1

Dear Mr. Harrison:

Thank you for your letter of June 8 enclosing a copy of your letter to Mr. Sargent.

I have no doubt whatever that you are working along the right line, and are making a real contribution to the work of maintaining railroad credit.

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. Milton W. Harrison,
President,
Nat'l Ass'n of Owners of R.R. and P.U. Securities,
11 East 36th St., New York, N. Y.

At Tacoma, Wash.,
June 14, 1928. D1

Dear Mr. Scandrett:

I enclose a copy of Mr. Budd's letter, which I showed you yesterday; also copy of a letter which I have today written to Mr. Budd.

Very truly yours,

(Signed) CHARLES DONNELLY.

encl.

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

564

At Tacoma, Wash., June 14, 1928. D1

Mr. J. M. Hughes,
Land Commissioner.

I have your letter of June 11 about sale of the Rye Creek timber to the Western Lumber Company, and have since received your telegram of June 13.

I agree with what you say in the telegram,- that we ought not at this time to accept the offer of the Western Lumber Company for this Rye Creek timber, and I will not put the matter before our Board.

(Signed) CHARLES DONNELLY.

565

At Tacoma, Wash.,
June 14, 1928. D1

Dear Mr. Budd:

Answering your personal letter of June 7 about the activities of Mr. Fred Ross in trying to get labor delegates traveling to and from the northwest to boycott the northern lines and affiliated lines.

I showed your letter to Mr. Scandrett yesterday. He knew nothing about the matter and, of course, would not approve or countenance the kind of passenger traffic solicitation of which his company is said in your letter to have been guilty. He will look into the matter and write me further.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

St. Paul, Minn., B. O. Johnson,
St. Paul June 14 ? 56.6

Please wire Mr. Elliott as follows quote C. W. Kelsey fifty Broadway New York invites me to attend or to send representative to a meeting which he has called New York nineteenth to discuss railroads and aviation. We know nothing about Mr. Kelsey out here. Will you please look him up and do what you think best with regard to his invitation. End quote.

Charles Donnelly

549

St. Paul, Minn., June 15, 1928. A5

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

Referring to your letter of June 14:

I return, duly executed, supplement to lease No. 45725 to the Builders Supply Company, of Everett, modifying lease to them by eliminating therefrom the premises heretofore leased to the American Tugboat Company.

(Signed) CHARLES DONNELLY

encl.

568

At Tacoma, Wash.,
June 15, 1928. D1

Dear Mr. Salyards:

I have your letter of June 6, which has been forwarded to me on the line.

I believe the supplementary letter to you from Mr. Johnson, dated June 11, gives you the information you ask for.

The testimony in the oil hearing interested me deeply.

I am sorry I missed seeing you in Washington.

Very truly yours,

(Signed) CHARLES DUNN

Mr. H. F. Salyards,
Ely, Salyards & Company, Inc.,
Board of Trade Building,
Duluth, Minnesota.

At Tacoma, Wash., June 15, 1928. D1

Mr. D. F. Lyons,
General Counsel.

I have your letter of June 12 about the case to secure construction of a line across central Oregon.

It seems to me that our position has not changed since instructions were given a year ago. The case is essentially one directed against the Union Pacific, however, and we ought not perhaps to be aggressively active in opposing the application.

(Signed) CHARLES [illegible]

Tacoma, June 15, 1928

B. O. Johnson,
St.Paul

570

I approve of purchase three busses for S.P.and S. as recommended by Turner and outlined in your wire date.

Charles Donnelly

571

June 15, 1928.
S-3

My dear Mr. Elliott:

Referring to the newspaper clipping from the United States Daily of May 24 about improvement of Grays Harbor under what is described as the Chehalis River Project:

Our understanding is that the improvement contemplates the deepening of the channel of the river at Montesano to permit coastwise vessels to reach that point. At the present time lumber is towed on barges from the mills at Montesano to Aberdeen for trans-shipment to deep water vessels. I understand also that one-half of the expense is to be borne by the Port District, which will necessitate a bond issue to be voted on before action can be taken.

Very truly yours,

(Signed) CHARLES DONNELLY

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

578

St. Paul, Minn., June 15, 1928.
9-3

Mr. R. H. Relf,
Assistant Secretary.

Referring to the statement of the pension department for the year ended December 31, 1927, transmitted with your letter of June 9:

There seem to be some discrepancies in the figures submitted by you as compared with those given in the 1927 annual report in that your statement shows the total number of pensioners and employes carried on the special roll who passed away during 1927 as 54, as compared with 52 in the annual report; and the total number of additions to the pension and special payrolls as 140, as compared with 134 in the annual report. Can you reconcile these differences?

(Signed) B. O. JOHNSON.

930 am

573

Saint Paul June 15 1928

W F Turner
SP&S Railway
Portland

Your letter ninth We approve furnishing interchange tracks with Sherman Lumber Company spur track on basis outlined by you D-19

Ralph Budd
Charles Donnelly

9 am

574

Saint Paul June 15 1928

Charles Donnelly
Car Yellowstone
Tacoma

Message about plans received and will arrange for

spookish liquidation waiter bladder to concise G-18

B O Johnson

9 am

575

Saint Paul June 15 1928

Charles Donnelly
Car Yellowstone
Tacoma

Message about plans received and will arrange for move-
ment car Yellowstone to New York C-18

B O Johnson

574

Paid

12 Noon

St Paul Minn June 15 1928

T B Hamilton Vice President
Pennsylvania Railroad
Union Station Chicago Illinois

Referring to my letter June eighth I now expect to go to New York in car Yellowstone Will it be convenient to handle car on your number twenty-two out of Chicago Thursday June twenty-first Car will reach Chicago that morning on Burlington forty-eight D-21

Charles Donnelly

Charge: Nor Pac Ry Co
Executive Dept

12 Noon

577

Saint Paul June 15 1928

Hale Holden
CB&Q Railroad
Chicago

Will it be convenient to handle car Yellowstone on your No 48 Saint Paul to Chicago Wednesday night June 20 delivering to Pennsylvania Car will be occupied by myself and party D-20

Charles Donnelly

June 15, 1928.
K2

Dear Mr. Wenzel:

Further my letter of the thirteenth about Miss Margerette:

Rather unexpectedly a thirty day vacancy has arisen in the Purchasing Department in which I think Miss Margerette can be used. I 'phoned Mrs. Wenzel this morning and told her to have Miss Margerette see me tomorrow morning when I can give her the details.

As I have said, this vacancy is for thirty days only, but it may lead to something else.

Yours very truly,

(Signed) R. O. JOHNSON.

Mr. H. C. Wenzel,
Commissioner,
Dept. of Parks, Playgrounds and Public Buildings,
St. Paul, Minnesota.

945am 529

St Paul June 15 1928

R W Clark
Care Car 11 Tacoma

Yours fourteenth Rule requiring rear flagman ride rear car made effective shortly after death of Pettibone GN and Burlington have rule identical with our existing rule Most other railways have same requirement I personally know Mr Williamson feels very strongly that any rule other than rule we now have might involve us in much embarrassment in case some rearend collision. B26

B O Johnson

820am

580

St Paul June 15 1928

Charles Donnelly
Care Car Yellowstone
Tacoma

Light showers west of the Cascades between Missoula and Mandan and around Detroit Lakes yesterday with heavy rains between Miles City and Dickinson Showers predicted Minnesota today Passenger trains on time No accidents.

B O Johnson

835am 581

St Paul June 15 1928 Charles Donnelly
Care Car Yellowstone Tacom

W S McCrea Chairman Publicity Bureau Spokane Chamber of Commerce wrote you April eighteenth soliciting one thousand dollar contribution to their Sustaining Fund campaign. Request was discussed with other lines and agreement had to decline You wrote Mr McCrea May fifteenth declining make contribution adding Quote 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 End quote Mr McCrea now writes you June ninth pointing out that we assisted the Chambers of Commerce on coast and declined assist Spokane His principal argument is that of twenty-one trains carrying delegates to Puget Sound conventions this year only four trains passed through Spokane remaining seventeen crossing country over southern routes and adds that with additional funds Spokane could attract more of this business to pass through Spokane He has sent similar letter to Mr Scandrett and Mr Budd You may want to discuss this with Mr Coman before matter is taken up with other lines.

B O Johnson

582

St. Paul, Minn., June 15, 1928.
K2

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

Your memorandum to me of June 8 about conclusion we reached to make a contribution of $100 each to the Idaho and Washington Agricultural Colleges to send a representative to observe the operation of poultry-dairy train in North Dakota:

I sent this memorandum to Mr. Clark with an explanation that under circumstances we felt we had done the right thing in authorizing this. He says in reply that he approves action taken.

(Signed) B. O. JOHNSON.

500pm

583

St Paul June 15 1928

Russell H Dick
Care Car Yellowstone
Tacoma

Forwarding pouch twelve train one tonight addressed on line west.

A MGottschald

335pm 584

St Paul Minn June 15 1928

Charles Donnelly
Care Car Yellowstone
Tacoma

Richard Lilly died this afternoon R C Lilly's address is seven ninety-six Summit Avenue.

B O Johnson

585

June 15, 1928.
E-8

Dear Sir:

Your letter of June 11 regarding the special American Railway Association convention edition of your publication in which you will carry stories on transportation, making comparisons of the old and new:

I am pleased to hand you herewith a story descriptive of the progress of locomotive construction as it affects the Northern Pacific, together with photographs. You will note that these photographs show the first locomotive in use on the Northern Pacific purchased in 1870, a copy of Voucher No. 1 in payment for the first locomotive, data about this first locomotive, and a photograph of the present day monster locomotive in use in passenger service.

I mailed you earlier today material about Mr. Howard Melaney, the Northern Pacific Singing Fireman, who is to have a place on the program at the Railwaymen's convention. I trust that you will find these contributions useful for your special edition.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

Mr. Queena Pallucy, Editor,
Boardwalk Illustrated News,
22 So. North Carolina Avenue,
Atlantic City, N.J.

584

St.Paul, Minn., June 15, 1928.
E-8

My dear Mr. Roddy:

Your letter of June 11, File R-1517:

Thank you for the copy of the Daily Commercial carrying the fine story of Mr. Melaney and the cut; also for the copy of the SanFrancisco News Letter with a feature story about Mr. Melaney. I am much interested in the final outcome of your negotiations with the SanFrancisco Examiner and if that newspaper used the feature please let me have a clipping for our file.

I have heard from Mr. Melaney by wire and he tells me that his engagements at SanFrancisco were entirely successful. I trust they measured up to your anticipation, and that his appearances in SanFrancisco will be beneficial to you. After I have heard more fully from you and Mr. Melaney I will write you again.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. J. P. Roddy,
Gen. Agt., N.P.Ry.Co.,
633 Monadnock Building,
SanFrancisco, Cal.

587

June 15, 1928.
E-8

Dear Sir:

I am taking the liberty of sending you herewith photographs and news stories about Mr. Howard Melaney, the Northern Pacific singing fireman, who is to have a place on the program at the annual convention of the Mechanical Division of the American Railway Association in Atlantic City.

Mr. Melaney's spectacular rise from a locomotive fireman to one of America's foremost radio entertainers has human interest which ought to make an interesting story in your publication at the time of the convention.

If you use this feature won't you please let me have a clipping for our file.

Yours very truly,

(Signed) F. W. DeGUIRE

Enclo

Editor,
The Union,
Atlantic City, N.J.

584

June 15, 1928.
E-8

Dear Sir:

I am taking the liberty of sending you herewith photographs and news stories about Mr. Howard Melaney, the Northern Pacific singing fireman, who is to have a place on the program at the annual convention of the Mechanical Division of the American Railway Association in Atlantic City.

Mr. Melaney's spectacular rise from a locomotive fireman to one of America's foremost radio entertainers has human interest which ought to make an interesting story in your publication at the time of the convention.

If you use this feature won't you please let me have a clipping for our file.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Editor,
The Press,
Atlantic City, N.J.

589

June 15, 1928.
E-8

Dear Mr. Pallucy:

I have your letter of June 11 in which you ask for material regarding the Northern Pacific to be printed in a special edition at the time of the annual convention of the American Railway Association, Mechanical Division. We are undertaking to place in your hands in a day or two pictures and news matter which we hope will prove of interest. Incidentally, I am sending you herewith photographs and news stories about Mr. Howard Melaney, the Northern Pacific's singing fireman, who is to have a place on the program of the convention. I think you will agree with me that Mr. Melaney has had a colorful career and that his story ought to go over well in connection with a convention such as the A.R.A. He unquestionably is an outstanding artist in America today.

If you use this feature or the one we are about to send you, won't you please let me have a clipping for our file.

Yours very truly,

Enclo

(Signed) F. W. DeGUIRE

Mr. Queena Pallucy, Editor,
Boardwalk Illustrated News,
22 South North Carolina Street,
Atlantic City, N.J.

590

June 15, 1928.
E-8

Dear Mr. Tostevin:

A news story dated Watford, N.D. June 7, carried the information that Mrs. Alice Roosevelt Longworth is to attend the dedication of the Roosevelt Bridge over the Little Missouri River at Chalmers Ferry in McKenzie County on July 13. It seems to me that this might give us an opportunity to obtain some worthwhile national publicity for the North Dakota bad lands. I believe that an action photograph of Mrs. Longworth at the scene of ranching activities of her father, Theodore Roosevelt, with short cut-lines would go over very well. I am writing you to ascertain what plans, if any, you have made to cover this event, and what arrangements we could make to get the right kind of picture.

An early reply will be appreciated.

Yours very truly,

(Signed) F. W. DeGUIRE

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

591

St. Paul, Minn., June 15, 1928. A5

Mr. Henry Hansen,
Asst. Purchasing Agent.

This will confirm telephone request to arrange for purchase of two dozen bib aprons for use on business car Yellowstone. Requisition to cover is attached.

[illegible] A. M. COTTSCHALD

592

St. Paul, Minn., June 15, 1928. A8

Dear Sir:-

We have an opportunity to obtain some good publicity for the Northern Pacific and Mandan by supplying a photograph and descriptive matter regarding the Indians who meet passenger trains at Mandan. I wish you would get for me a good photograph of these indians meeting a train and a little data about them, who they are and where they come from.

Yours very truly,

(Signed) F. W. DeGUIRE

Mr. R. O. Rea,
Agent, N. P. Ry. Co.,
Mandan, N. D.

9.20 A. 5-93

St Paul Minn June 15 1928

Charles Donnelly
c/o Car Yellowstone
Tacoma Wash

On June first Turner recommended purchase of three six cylinder busses for use in lower Columbia River territory these to be in addition to three the purchase of which was recently authorized He felt additional busses were necessary because present stages are obsolete and modern stages may prevent expected competition in this territory this summer He was authorized to secure bids with result that after taking into consideration allowance to be made on obsolete stages Fageol bids about eleven hundred dollars less than Will Corporation of Minneapolis Latter concern now making most of Northland Company busses and from such information as we have been able to obtain has better body work than Fageol bus About one half difference between two bids is freight charges Minneapolis to Portland which will accrue to parent lines Taking all things into consideration Turner recommends purchase Will busses and this seems best to us Matter will be submitted to Mr Budd personally on his return here tomorrow In meantime will you please advise if you approve purchase of additional busses and placing of order with Will Corporation

at net cost to SP&S of twenty two thousand five hundred thirty six dollars for three busses.

B O Johnson

594

St. Paul, Minn., June 15, 1928. A5

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

Referring to your letter of June 12:

I return, duly executed on behalf of the Railway Company, deed to Sven Jacobson and Christine Jacobson, conveying some property in Block 8 at Tacoma, sold under contract of June 1, 1926, for a consideration of $3,000.

(Sgd) CHARLES DONNELLY
P

encl.

595

St. Paul, Minn., June 15, 1928. A5

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

Referring to your letter of June 13, about a ten-year lease granted to K. Lane Johnson, covering site at Prosser, Washington, on which to erect a fruit warehouse:

The assignment of this lease to the Guaranty Trust Company at Yakima, as collateral security for a loan which Mr. Johnson is negotiating, is approved.

CHARLES DONNELLY
P

St. Paul, Minn., June 15, 1928. A4

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

Referring to your memorandum about contribution towards the Northern Pacific Spokane Baseball Team:

As you know, we have a small allowance for the maintenance of baseball teams and similar activities and while we have about used up this year's appropriation, I think we could probably arrange to make some allowance at Spokane if you feel that we should do so. We had a similar request at Jamestown a short time ago and I advised Mr. Williamson that in view of the smallness of our budget for this class of activities I thought a $50 allowance was all that we should make. He agreed and a contribution of that amount was finally made. While Mr. Berry, in his letter to Mr. Burnham does not so state, I assume the Union Pacific, Great Northern and Milwaukee Companies give financial assistance to their Spokane teams, and while we are under no obligation to confer with those companies with respect to this class of contribution, it does seem to me that at competitive points we should not take the lead in making contributions for activities of this character.

If you feel that a contribution of $50 or $75 should be made, I shall be glad if you will arrange for the preparation of a voucher and it will be approved when received in this office.

(Signed) J. H. Beeson

St. Paul, Minn., June 15, 1928. A4

Mr. F. E. Williamson,
Vice President.

I have your letter of the 12th instant, in regard to proposed agreement with the S.P.& S. for handling cars between Portland and Vancouver.

I approve your recommendation that such an agreement be made and that the best rate possible be secured. In this connection, I call your attention to the fact that under the contract of 1914 the rate for movement of empty cars between Vancouver and Willbridge is $2.50 per car. The distance from Portland to Willbridge is less than the distance from Willbridge to Vancouver and it would therefore seem that the rate from Portland to Willbridge should not exceed $2.50 per car. I also think that the maximum rate from Portland to points between Vancouver and Willbridge should not exceed $3.75.

(Signed) CHARLES DONNELL

598

St. Paul, Minn., June 15, 1928. A4

Mr. F. E. Williamson,
Vice President.

Replying to your letter of the 13th instant, in regard to maintenance of bridge over drainage ditch constructed in 1911 by the Blackwell Mill Company:

Under the circumstances named in your letter, I approve that the cost of maintenance be borne by the interested railway companies and the cancellation of the agreement of December 6, 1911.

cc-Mr. J. L. Watson
Mr. R. H. Relf

11.20 A

5-99

St Paul Minn June 15 1928

R W Clark
c/o Car 11
Tacoma

Referring to my correspondence and conversation with you about trap car matter at Portland OWR&N Company has now decided to

retain all revenues collected for this service and will bill the Terminal Company for amounts credited in the past This will

put them on same basis as Southern Pacific To protect ourselves we should I think take similar action immediately Coman and

Burnham know all about this matter and unless you and they see some objection I will instruct our Accounting Department in line with the above Please advise C-15.

J H Poore

cc-Mr. F. W. Sweney

600

June 15, 1928.
S-6

My dear Mr. Elliott:

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

Very truly yours,

Encl.

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

601

June 15, 1928.
S-6

My dear Mr. Elliott:

I enclose a copy of Mr. Stevens' letter to me of June 12, reporting progress in connection with the Bitter Root line change during the month of May 1928, together with copy of progress chart.

Very truly yours,

(Signed) CHARLES DONNELLY, 2/r

Encl.

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

602

June 15, 1928.
S-6

Dear Sir:

This will acknowledge receipt of your letter of June 13 enclosing statement of purchases or fir lumber from your company by the Northern Pacific and Great Northern Railway Companies during the month of May 1928.

Very truly yours,

(Signed) CHARLES [illegible]

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

603

St. Paul, Minn., June 15, 1928.
8-6

Mr. J. G. Woodworth,
Vice President.

During the month of May 1928 the Northern Pacific purchased from the Oregon-American Lumber Company a total of 74,372 feet of fir lumber while the Great Northern purchased 166,243 feet. Our purchases to date total 5,102,208 feet, while those of the Great Northern total 5,143,003 feet.

n/r

June 15, 1928.
S-3

Dear Sir:

Answering your letter of June 11 about a contribution to the work of eradicating tuberculosis:

We have received a copy of the report for the fiscal year ending May 15, 1928, and have received similar reports on two or three previous occasions. However, we have not received a report each year.

It appears that fifteen percent of all contributions is to be paid to the National Livestock Exchange, but for what purpose I do not know and our files do not disclose it; neither do I know by whom Mr. Peck's salary of $5000 a year is fixed. However, it occurs to me that as the railroad contributions, totaling less than $375 for the year ending May 15, 1928, are such a small part of the total, and the contributions by the packing house interests are so much greater, it would not seem to be appropriate for the railroads to raise the question about auditing the accounts. Presumably that is being looked after by representatives of the packing house interests. Our contribution of $100 is nominal and primarily for legalising the furnishing of transportation for Mr. Peck. Under the circumstances I would prefer not to raise the question suggested by you.

Very truly yours,

(Signed) B. O. JOHNSON.

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

cc—
Mr. G. W. Webster
Mr. Charles Jensch
Mr. J. H. Foster

June 15, 1928.
S-6

Dear Sir:

Referring to your joint letter of June 11, enclosing Oregon Electric AFE E-1893 for extending Terminal Ice and Cold Storage spur, etc., at Salem, Oregon, at an estimated cost of $4,245:

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

Very truly yours,

(Signed) CHARLES DORNELLY 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.

604

June 15, 1928.
S-3

My dear Colonel Carroll:

Arrangements have been completed for handling Northern Pacific business car No. 12 as follows:

Car will reach Washington on B&O No. 10 at 8:35 a.m. Thursday June 21. It will leave Washington occupied by yourself and party on B&O No. 21 at 4:38 p.m. Friday June 22 due Saint Louis 6:15 p.m. June 23. It will leave Saint Louis on Missouri Pacific No. 21 at 6:45 p.m. June 23, due Houston 5:30 p.m. Sunday June 24.

Very truly yours,

(Signed) B. O. JOHNSON

Mr. J. H. Carroll,
505-10 Transportation Building,
Washington, D. C.

607

St. Paul, Minn., June 15, 1928.
S-3

Mr. F. E. Williamson,
Vice President.

Referring to my letter of June 6 to Mr. Stevens, copy to you, about car No. 12:

It is understood that car 12 will arrive Saint Paul the morning of Tuesday June 19. Please arrange delivery of the car for deadhead movement to Chicago on Burlington No. 58, leaving 7:00 o'clock that evening.

(Signed) CHARLES DONNELLY

cc—

Mr. H. E. Stevens,
Chief Engineer.

608

June 15, 1928.
S-3

My dear Mr. Baldwin:

Thank you sincerely for your telegram of June 13 indicating that arrangements will be made to handle Northern Pacific business car No. 12 occupied by Colonel Carroll, Assistant to the President of the Northern Pacific at Washington, in your No. 21 out of Saint Louis 6:45 p.m. June 23 for Houston. Car will reach Saint Louis in B&O No. 21 at 6:15 p.m. June 23.

I am not advised as to whether or not Colonel Carroll holds Missouri Pacific transportation, but in any event will you kindly place with the conductor of your train such transportation as may be necessary, for which I will send you a formal request upon receipt of word from you as to what is required?

Very truly yours,

(Signed) CHARLES DONNELLY

Mr. L. W. Baldwin, President,
Missouri Pacific Railroad Company,
St. Louis, Missouri.

609

June 15, 1928.
S-3

My dear Mr. Willard:

Thank you very much for your letter of June 11 and for the arrangements which you have made for handling Northern Pacific business car No. 12 in your train No. 10 Chicago to Washington June 20, and from Washington to Saint Louis June 22.

I enclose herewith formal request for transportation covering the trip Washington to Saint Louis.

Very truly yours,

(Signed) CHARLES DURNELL

Mr. D. Willard, President,
The Baltimore & Ohio Railroad Company,
Baltimore, Md.

610

Paid 9

9 am

St Paul Minn June 15 1928

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

C W Kelsey fifty Broadway New York invites me to attend or to send representative to a meeting which he has called New York nineteenth to discuss railroads and aviation We know nothing about Mr Kelsey out here Will you please look him up and do what you think best with regard to his invitation C-17

Charles Donnelly

Charge:. Nor Pac Ry Co
Executive Dept

9 am

611

Saint Paul June 15 1928

Charles Donnelly
Car Yellowstone
Tacoma

Have repeated to Mr Elliott telegram about invitation

from C W Kelsey G-16

B O Johnson

6.17

June 15, 1928.
K

Dear Mr. Brinkerhoff:

Please refer to our exchange of telegrams on Saturday, May 26, about Pullman transportation for Mrs. Poore from St. Paul to Chicago and return, which was desired for use on the "Blackhawk" the twenty-seventh.

You will note in your reply you stated the Pullman Company advised you that they had written to their St. Paul Superintendent, Mr. Healy, on the twenty-fifth authorizing him to issue this transportation. Upon receipt of this information from you, our Pass Bureau immediately took the matter up with Mr. Healy who advised he had received no authority from the Chicago office to issue the transportation requested and, under the circumstances, could not issue a pass good in other than through cars. As the pass was desired for use the following day, there was not sufficient time to take the matter up further with the Chicago office and Mrs. Poore was then furnished a pass good in through cars. On trip from St. Paul to Chicago this could not be used and I paid the fare.

While the amount of money involved is small, in view of the fact that the Chicago office advised you they had written to Mr. Healy authorizing issuance of free transportation, I would like to know where the hitch occurred. Inquiry at Mr. Healy's office yesterday confirmed the fact that he had not received the letter which your wire of May 26 indicates was sent. Sometime at your convenience I will be glad if you will ask the Pullman Company what happened with respect to this request.

I have made very few requests of this kind, and I would like to know whether it is going to be worth while making them in the future when I need Pullman transportation for members of my family.

Yours very truly,

(Signed) J. H. POORE

Mr. J. H. Brinkerhoff,
General Agent, Nor. Pac. Ry.,
Straus Building, Chicago, Ill.

613

St. Paul, Minn., June 15, 1928.
K2

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

Your letter of the fourteenth about highway situation at Deerwood:

I wanted to talk to you about your suggestion that a letter be written Mr. Schwanke to the effect that we will permit highway to remain in its present location, etc., but you were out of town, consequently this memorandum.

Would it not be better if the usual form of highway easement were used for this purpose, enlarging usual terms to give these people what they want?

(Signed) B. O. JOHNSON

215pm

614

St Paul June 15 1928

Charles Donnelly
Care Car Yellowstone
Tacoma

Howard Elliott wires you from New York today as follows Quote Your wire Kelsey has been to see me several times asking me take lead and preside in proposed meeting which he has called for next Tuesday about railroads and aviation I thought best not take leading part Told him I would attend conference if I could but was not certain could do so Think you should say impossible for you be present. End quote. G27

B O Johnson

615

St. Paul, Minn., June 15, 1928.
K2

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

Did you finally succeed in getting an agreement with the Union Pacific that both companies would not finance fruit warehouses and other industries in the Yakima Valley, concerning which you wrote me on May 14 and to which I replied on May 19?

(Signed) B. O. JOHNSON.

616

June 15, 1928.
K2

Dear Harry:

You left with me yesterday a letter addressed to Mr. Donnelly asking that he assist in furnishing a room at your Conductors Home in Georgia. After you left I checked this up and find that Mr. Donnelly has already made a personal contribution to this cause in the same amount as has been contributed by Messrs. Atterbury of the Pennsylvania; Crowley of the New York Central; Willard of the Baltimore and Ohio; Downs of the Illinois Central, and others. I am, however, sending your letter out to Mr. Donnelly.

Yours very truly,

(Signed) B. O. JOHNSON.

Mr. H. A. Baxter,
1440 Goodrich Avenue,
St. Paul, Minnesota.

617

St. Paul, Minn., June 15, 1928
K2

Mr. E. T. Dakin,
General Auditor.

Just what is the significance of "Capital value of pensions" referred to in the attached tabulation made by the New Haven?

(Signed) B. O. JOHNSON.

encl.

618

St. Paul, Minn., June 15, 1928.
K2

Personal

Mr. R. J. Elliott:

Recalling our talk about consideration of Eastern coal purchase distribution among dock companies by Traffic Department:

Mr. Clark telegraphs me that he hopes to mail Traffic Department conclusions, approved by Mr. Donnelly, to me either today or tomorrow. This will put it in your hands early next week.

(Signed) B. O. JOHNSON.

619

St. Paul, Minn., June 15, 1928.
K2

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

Can you hurry reply to my memorandum to Mr. Williamson of May 23 proposing that we tighten up on payroll deductions?

(Signed) B. O. JOHNSON.

620

St. Paul, Minn., June 15, 1928.
K2

Mr. J. C. Simonton,
Assistant to General Traffic Manager.

On May 3 I wrote Mr. Clark making some inquiry as to the sugar beet raising industry in the lower Yellowstone country. Probably you are handling this. Will you not hurry reply please.

(Signed) B. O. JOHNSON.

621

St. Paul, Minn., June 15, 1928. A4

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

Referring to your letter of May 16 and previous correspondence in regard to N.P.B.A. membership for relief telephone operators:

I attach copy of my letter of the 12th instant to Mr. H. B. Smith and a copy of his reply of the 14th instant, from which you will note that he is willing that when a relief operator has in any one month completed five days' continuous service she may be considered eligible for N.P.B.A. membership, irrespective of whether or not in following months she performs five days' service.

encl.

627

St. Paul, Minn., June 15, 1928. A4

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

Please let me know what is the present status of the Geo. D. Brown lease matter, involving location at Fargo.

(Signed) H. POORE

623

June 15, 1928. A4

Dear Mr. Asher:

I have your letter of the 12th instant, in regard to the David Thompson memorial, and enclose herewith a voucher in favor of Mr. Andrew Christenson to cover the contribution which I agreed to make for the Northern Pacific.

Yours very truly,

(Sgd.) CHARLES DONNELL

encl.

Mr. Allen P. Asher,
Attorney-at-Law,
Sandpoint, Idaho.

cc-Mr. J. C. Woodworth.

(Sgd.) CHARLES DONNELL

624

At Tacoma, Washington,
June 15, 1928. D1

Dear Mr. Scandrett:

Mr. Dower, President of the Tacoma Chamber of Commerce, asked me yesterday whether the Northern Pacific would have any objections to the use by your company of the Northern Pacific passenger station (now used as a union station) at Tacoma. I told Mr. Dower that we would not. It was so used by Milwaukee trains during the period of Federal control.

After Federal control, Mr. Byram took up with me the question of the terms on which his company might be permitted to continue the use of this station. My present recollection is that I agreed to give him the same terms as those on which the other tenants were using it. He thought this would involve too large a charge and so the matter was dropped.

If you would be interested in making use of our station at Tacoma, I should be glad to take the question up with you at any time.

Very truly yours,

(Signed) CHARLES DONNELLY.

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

x

625

Frank 602

Tacoma, Wash., June 15, 1928.

D. W. Twohy,
Spokane, Wash.

Your wire date. It would be idle for me to attempt to settle the dispute in any such manner as you suggest. Both Union Pacific and Clearwater Timber Company are equally interested with Northern Pacific in settlement of this dispute and no conclusion of mine could be made effective unless ratified and approved by them or their representatives. Expect to be in Spokane tomorrow and will see you.

Charles Donnelly

Tacoma, June 15, 1928.

B. O. Johnson,
St. Paul

G-27. Please wire Mr. Kelsey that my absence in the west will prevent my attendance at meeting in New York on nineteenth to discuss railroads and aviation.

Charles Donnelly.

627-

At Tacoma, Wash.,
June 15, 1928. D1

Dear Mr. Lilly:

Your letter of June 12 about the proposed loan to the Benton Transportation Company has been forwarded to me on the line.

I think you have reached the right conclusion about this loan, and that it ought not to be made. I have no desire to press the matter further.

Thanking you for the attention that you have given to the question, I remain

Very truly yours,

(Signed) CHARLES DONNELLY.

Mr. R. C. Lilly,
President,
The Merchants National Bank,
St. Paul, Minnesota.

cc-Mr. R. W. Clark: