

7/29/14

Heres a couple letters early 20<sup>th</sup> century where JJ Hill and associates blow off opportunities to enter Big Bend country south of their main line, around Moses Lake. Ends with hand wringing note from GN agent at Irby several years later, to his boss complaining that the interloping Milwaukee has stolen all their business. Irby station was closed short time afterward. I believe if you will look in the stuff I sent you from Everett Line long ago you will find similar events taking place around Novelty, Duvall and Told WA after Milw built line parallel to GN there. / Dave

Contracts  
shipped in  
file being  
day or 2

*Great Northern Railway Company*

*Jos. W. Blabon.*

*Fourth Vice President.*

*Geo. C. Semers.*

*Asst. to Fourth Vice President.*

*St. Paul, Minn.*

August 23, 1904.

--Personal--

Mr. J. C. Eden,

Assistant General Traffic Manager,

Seattle, Wash.

Dear Sir:

See your letter of the 19th inst. in regard to building a railroad from Ephrata into the Big Bend Country, and particularly with reference to the proposition that Mr. Charles Bettes is identified with:

Mr. Hill is under the impression that while these lines may assist in the development of the country, and should be encouraged to that extent, that we had best occupy the territory ourselves instead of giving encouragement to others. Mr. L. W. Hill is now in correspondence with the President and the result may be that we will seriously consider building a line ourselves. Please be governed accordingly.

Yours truly,

*Jos. W. Blabon*

Fourth Vice President.

LWH

*Great Northern Railway Company*  
*Presidents Office*

*Jas. J. Hill*  
*President*

*St. Paul, Minn.*

SEATTLE WASH  
OCT 14 1904  
October 10th, 1904.

Mr. J. C. Eden,

Assistant General Traffic Manager, Seattle .

Dear Sir:

Referring to yours of the fifth in regard to construction of a railroad into the Big Bend country from Ephrata:

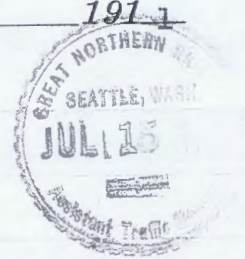
I have not yet had a proper opportunity to discuss this with the President fully, but am under the impression it will be our intention to soon occupy this country ourselves. I shall, as soon as possible, discuss the matter with the President and let you know result.

Yours truly,

Vice President.

# GREAT NORTHERN RAILWAY Co.

Irby Wn. Station July 13th 1911



Mr. M. J. Costello.

Seattle. Wn.

Dear Sir:-

On July the 12th I was called on by the local farmers union at this place in regard to the freight rate on grain to the coast. they informed me the rate to seattle via the Milwaukee RR was 2 & 1/8 cents cheaper <sup>per bushel</sup> than the great northern RR and asked me to find out if they could not have as good A rate as the Milwaukee gave.

The way it stands now the Farmers are organized all over the country and the Milwaukee has dug into our territory so bad if we cannot give as good rate on wheat to the coast as they do our picking will be D--- slim. In former years with the crop we have in sight we would get about 200,000 or 300,000 bushels of wheat. But as it stands now since the Milwaukee has come into the field the most we can expect is about 100,000 to 125,000 bushels and farmers will haul to the other road for 2 1/8 cents per bushel more.

# GREAT NORTHERN RAILWAY Co.

Station 1911

I feel very much alarmed about this matter as the harvest is right on us and I feel like if something was not soon this station will be left almost empty handed. The wheat shipment is all that amounts to any thing in the way of revenue in the freight dept if we loose that we have lost all. They have asked me to write you and find out by next wednesday July the 19th as they will hold A meeting on that date to arrange for the handling of their grain this year. Hoping to receive an early reply I remain

Resptly.

A. L. Brooks .

Agent

(PS) The Milwaukee is just about 12 1/2 miles to the south of us we used to get the grain from this territory for 25 miles south so you can see just how serious the situation is

A. L. B.