

Hotel Petersburg,
R E V A L, Esthonia,
November 27th, 1925.

R. Ryti, Esq.,
President,
Finlands Bank,
Helsinki, Finland.

Dear Sir,

I very greatly appreciate your letter of the 23rd instant received to-day, the contents of which I note with thanks.

I regret that it proves impracticable to arrange guarantees of any possible Bond Issues to be issued by the Municipalities of Pori and Rauma respectively, as such a guarantee would have rendered the transaction very much cheaper. I fully understand the attitude of your Bank, however, and was afraid when writing you before that the term which I then mentioned might be regarded as excessive. I do not anticipate any difficulty in financing the two contracts since the financial position of most Finnish Municipalities is generally speaking satisfactory. A guarantee would, however, have made the difference between our being able to hold the bonds ourselves in some of our Trust Companies, and having to dispose of them in the open market, and it was my desire that the latter course should not be resorted to as I am averse to marketing bonds for comparatively small aggregate amounts on account of the unavoidable impression which this course creates, i.e., that a Municipality should have no occasion to solicit foreign credits in connection with so, comparatively, insignificant an object. At the same time I wish to thank you for your kind expression of opinion.

As to the second scheme, the financing and construction of the Haapamaki-Pori Railway, I will discuss this matter with my associates upon my return home. Our services are at the disposal of your Authorities both in regard to the financing of the scheme, as well as the construction of the Railway. I think that my associates would desire to make the two interdependent, but if there were any objection to this on the part of your Authorities, we would certainly endeavour to subscribe to their wishes

R. Ryti, Esq.,

27.11.25

I am, as I believe I informed you last year, a Civil Engineer by profession and have built a number of railways in different parts of the world. I have been over a section of the territory intended to be traversed by the Haapamaki-Pori Railway, and while there are in one or two places formation conditions which would involve rather greater than the usual expense, I believe that taking the railway as a whole, it could be built and equipped for approximately one million pounds - my estimate being an average cost of £5000 per kilo. While we naturally do not wish to enter into competition with local Contractors, or claim to be able to carry out the actual work under Finnish conditions any cheaper than your Railway Administration, we fully believe that with our phenomenal facilities and experience in contracting work we could offer your Government certain advantages.

I will, therefore, take the liberty of approaching your Authorities in this matter when again in Finland in the early part of next year, after having in the meantime fully discussed it with my associates.

I also beg to thank you for the information regarding the Finnish Government 1925 Loan which will be most useful for the completion of our statistical records.

With renewed thanks for your constant courtesy and the kind consideration you have always extended to me, I beg to remain, Dear Sir, with respectful regards,

Yours faithfully,

Louis G. Jackson