

It takes more than a good resume to get a government contract.

Prosper E. Thian (1862-1955)

From: <http://www.angelfire.com/mn/thursdaynighthikes/linwoodwest>
**(Observations on Architectural Styles and House Histories, Part 2 (Linwood West),
Assembled by Lawrence A. Martin, St. Paul Minnesota, February 15, 2002.**

1043 West Linwood Avenue: Built in 1912. The building is a six room, three bedroom, one bathroom, 1524 square foot, one story, stucco bungalow, with a detached garage. City directories indicate that residents at this address were Mrs. Helen C. French (1914,) P. E. E2 (1916 and 1918,) and D. C. Connelly (1924.) The 1915 city directory indicates that Helen C. French was the widow of Leonard W. French and resided at 1268 Marshall Avenue and that Prosper E. Thian was a valuation engineer for the Northern Pacific Railroad and resided at this address. The 1920 city directory indicates that Daniel C. Connelly, an office manager employed by Kalman, Matteson & Wood, investment bankers at the Pioneer Building, resided at this address. The 1930 city directory indicates that Daniel C. Connelly, a repairman for the H. M. Byllesby & Company, and his wife, Marjorie Connelly, resided at this address.

In 1930, Prosper E. Thian, a consulting engineer retained by the Northern Pacific Railroad, and his wife, Helen T. Thian, resided at 93 North Lexington Avenue, Apartment #1. John Phillips, of Seattle, Washington, summarizing information from Who's Who in Railroading: United States, Canada, Mexico, Cuba, 1930 Edition. New York: Simmons-Boardman, 1930, p. 510, indicates that Prosper E. Thian (1862-circa 1964) was a very active civil engineer and was president, in 1917, of the Minnesota Section of the American Society of Civil Engineers (A.S. C.E.) Thian was born in Washington, D. C., was educated at Georgetown University, was a chainman for the Denver and Rio Grande Western Railroad in Utah, 1881, and from 1882 to 1905 was successively a topographer for the Canadian Pacific Railroad in Alberta and British

Columbia, was engaged in mining work in the Canadian Northwest, was an assistant engineer for the Chicago, Milwaukee, & St. Paul Railroad in Kansas City, Missouri, was a locating and construction engineer for the Northern Pacific Railroad in Washington State (1895 and 1897,) was an engineer for the Arkansas Pass jetty works in Texas, worked on government land surveys, was a U. S. Deputy Land Surveyor, was an assistant chief engineer in the Kootenai Valley, Idaho, was a locating engineer for the Algoma Central Railroad, was engaged in mining work in Mexico, worked on construction of the League Island Dry Dock at Philadelphia, Pennsylvania, and was a locating engineer for the Great Northern Railroad.

He also was the chief engineer for the Brandon, Saskatchewan & Hudson's Bay Railroad, the Midland of Manitoba Railroad, and the Crow's Nest Southern Railroad from 1905 to 1908, was the assistant engineer for the Northern Pacific Railroad from 1908 to 1913, was a valuation engineer for the Northern Pacific Railroad from 1913 to 1928, and was a consulting engineer for the Northern Pacific Railroad, and for the Northwest Improvement Company of St. Paul from 1928 to 1939. The Algoma Central Railway was a railway in Northern Ontario that ran between Sault Ste. Marie, Ontario, and Hearst, Ontario, including the Agawa Canyon. The Algoma Central Railway was purchased by the Wisconsin Central in 1995 and the Wisconsin Central was purchased by Canadian National Railway in 2001. The Algoma Central Railway was chartered in 1899, was initially owned by Francis H. Clergue, and transported logs to a pulp mill and iron ore from the Helen Mine near Wawa to a steel mill in Sault Ste. Marie, Ontario. It became the Algoma Central & Hudson Bay Railway after 1901 when it was planned to extend to Hudson Bay. In 1952, the Algoma Central was the first Canadian railway to fully dieselize. In 1965, the reference to Hudson Bay was dropped from its name. The Crow's Nest Railroad in British Columbia was chartered in 1901, was built by the Crow's Nest Coal Company, and was soon acquired by the Great Northern Railroad to provide access to Canadian coal and coke for Montana mining operations. The Brandon, Saskatchewan & Hudson Bay Railway was a sixty-nine-mile rail line built by the Great Northern Railroad to connect Brandon, Manitoba, and St. John/St. John's,

North Dakota, was initially chartered in 1903 to Brandon, Manitoba, businessmen, was rechartered in 1905, with the behind-the-scenes support of James Jerome Hill, eventually cost \$2,547,281.37 to build, and was the only common carrier railway line ever build in Manitoba with no public subsidy of land or money. By the late 1920's, it became apparent that big profits for the Brandon, Saskatchewan & Hudson Bay Railway would never materialize, but the line continued with Canadian government pressure until 1936, when the railroad mail service contract ended. The Brandon, Saskatchewan & Hudson Bay Railway tracks were torn up in 1937 when no offer to purchase of the rail line emerged, but the company existed until 1963 conducting land transfers. Leonard W. French (-1910) and Helen C. French (-1931) both died in Ramsey County. Propser E. Thian (1862-1955) was born outside of Minnesota, had a mother with a maiden name of Brady, and died in Ramsey County.

The current owner of record of the property is Cheryl A. Baldwin. Cheryl Baldwin was the Assistant Director of the Rice Recreation Center in 2003 and is currently the Assistant Recreation Director of the Frost Lake Recreation Center and of the Hayden Heights Recreation Center. [See note on the Northern Pacific RailRoad for 432 Summit Avenue.] [See note on the Great Northern RailRoad for 280 Maple Street.] [See note on the Northern States Power Company and Henry M. Byllesby for 21-27 South St. Albans Street.]