FORM 103

CANADIAN PACIFIC RAILWAY COMPANY

E. FILE OR CLAIM G - 2 7 9 4 9 - B.

Montreal, June 15th. 1937.

Mr. A. W. Tennant,
Travelling Auditor,
Vancouver, B.C.

Dear Sir:-

Vancouver Wharf - December Abstracts.

Your letter 10th instant.

Will you please have it definitely understood that, no matter what conditions may exist, there is no possible excuse for any one, knowingly, to resort to forcing a balance of an account.

Mr. Lupton may have been working under trying conditions owing to the strike prevalent at that time, but this does not excuse him resorting to submission of incorrect figures.

However, in this instance and in view of the circumstances and Mr. Lupton's past record, I am agreeable to permit his case to rest on the action taken by Agent, through his Superintendent, but it must be distinctly understood that a repetition will call for more drastic action.

Yours truly,

B. Armour

Auditor of Agencies.

G- 2 7 9 4 9 -B.

Vancouver, B.C. June 10th, 1937.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir :-

Vancouver Wharf, December Abstract Differences.

Referring to your letter April 20th.

I, today, followed this matter up with Mr. Lupton in the presence of Agent, and he was finally forced to admit that he had resorted to forcing a balance.

He referred to conditions during December and January, and pointed out that all established practices regarding supplying information to abstract clerk in connection with corrections on billinghad been abandoned during the strike period. He had worked for a week trying to reconcile abstracts with balance sheet figures, but on the 9th January advised chief clerk that he was unable to balance. The latter told him that these reports must go forward at once and instructed that he must put in extra hours, without overtime pay, in order to get reports away.

Mr. Lupton pointed to the fact that during the last four years his reports had always been correctly balanced, and that January and subsequent reports had also been correct.

I must admit that the many corrections made in connection with advance charges were very badly accounted by clerks responsible, and in many instances alterations made were not covered by correction sheets. In some instances abstract clerk was very evidently requested to alter charges, but the waybill not altered accordingly. However, as pointed out to Agent and Mr. Lupton, while there were excuses for many of the differences and errors made, there was no excuse for deliberately reporting figures known to be incorrect. When Mr. Lupton found that he was unable to balance, the reports should, if necessary, have gone forward showing difference for future adjustment. I pointed out that waybills closed at figures that never existed took up a lot of time in our trying to find out cause of such reportings.

The present situation is such that agent cannot afford to take this clerk off that position. There are no follow-up men in several positions throughout this office, and makinh changes now will only add to present troubles. Sickness of the chief accountant caused no less than thirteen changes in the staff and the clerks involved are not all familiar with their new duties.

2. B. Arnum, Esq.,

What is worse, no clerk having the required experience can spare the time to properly post such inexperienced clerks.

Agent agrees with me that it is a mistake to allow Mr. Lupton's irregularities to be passed up without suitable punishment, but under the circumstances he feels that the issuance of demerit marks against him is the only step he might take at the present time.

Mr? Innes is satisfied that the investigation in this connection has taught a lesson, and that all future reports will be properly balanced. He will obtain a written statement from Mr. Lupton and take up with Superintendent recommending demerit marks in keeping with the admitted irregularties.

Yours truly,

T.A.

FORM 103

CANADIAN PACIFIC RAILWAY COMPANY

E. FILE OR CLAIM G - 2 7 9 4 9 - B.

Montreal, April 20th/34 1937.

Mr. A. W. Tennant,
Travelling Auditor,
Vancouver, B.C.

Dear Sir:-

Vancouver Wharf, December Abstract Differences.

Referring to your letter February 27th.

I presume from subsequent investigation of abstract differences, you are now able to determine to what extent clerk E. Lupton is responsible for the many errors also if forced balances were actually submitted.

In such case you have no doubt placed the matter before Agent and I would like to learn his views also what action, if any, he contemplates taking to avoid a repetition.

Yours truly.

B. Armour

Auditor of Agencies.

G-27949-B.

Vancouver, B.C. February 27th, 1938.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Vancouver Wharf
December Abstarct Differences.

Referring to first paragraph page 3 my letter 15th.

Our examination revealed that various errors had been made in abstracting December Forwarded Advances and Prepaids, and I am enclosing statement of all differences involved.

Your letter 23rd enclosing copy of Mr. Bridger's A.J. 1-571002-MM came to hand this morning, and I note that this refers to seven of the differences shown on statements prepared by me. see items marked X red.

I cannot take it for granted that the office copy of abstracts is in accordance with originals sent Mr. Bridger, and therefore consider it inadvisable for me to attempt make adjustments. It will be necessary for Mr. Bridger to check up the various waybills involving credit and debit differences for which there is no proper explanation at this end.

I have pointed out to Mr. Innes that the many errors indicate forced balances and gross carelessness ~~XXXXXXXXXXXXXXXX~~ and that abstract clerk evidently cannot be trusted. Have expressed an opinion that your department will request that he be taken off that work.

December received abstracts covering interline are in a similar mess and I expect to be in a position to send you a statement on Monday.

I might mention that the abstract clerk, E. Lupton, was demoted some years ago for irregularities while acting as cashier. I think Mr. McConnell handled the matter.

No doubt Mr. Bridger can check the attached statement of differences and advise how he wishes adjustments made to clear the accounts. You will note that credits are required to clear some O/S items and provide for items that should be taken to S/Debit.

Yours truly,

T.A.

FORM 103

CANADIAN PACIFIC RAILWAY COMPANY

E. FILE OR CLAIM G - 2 7 9 4 9 - B.

Montreal, February 23rd. 1937

Mr. A. W. Tennant,
Travelling Auditor,
Vancouver, B. C.

Dear Sir:-

Vancouver Wharf, B.C.

I attach, for your information, copy of Mr. Bridger's letter to Agent dated January 27/37, file AJ-I-571002-MM, in connection with differences in Interline Forwarded Abstracts Form 33-A, December 1936.

Yours truly,

B. Armour

Auditor of Agencies.

27949.

R 97

xxxxx AJ-I-571002-MM
Montreal, January 27th, 1937.

Mr A M Innes
~~Freight Agent,~~
~~Vancouver Wharf,~~ B.C.

Dear Sir:-

Your Interline Forwarded Abstracts Form 33-A Dec/36

Upon checking the additions on above forms, I find errors totalling $102.50 in advance charges and 70¢ in prepaid charges, as per statements attached.

Please let me have full explanation by return.

Yours truly,

E. H. BRIDGER
A.F.& T.R.,

per

In Place in Dec.

COPY TO

c/c

Mr. B. Arnum,
Auditor of Agencies,
BUILDING.

Vancouver Wharf Forwarded Dec/36

Prepaid cahrges as per Form 37

Interline $78,432.16

as per abstracts

(Corrected here) 78,432.86

70¢

Abstract No. 94 Total $1,417.88

Brought forward to Summary

as $1,417.18

COPY TO

Mr.B.Arnum,
Auditor of Agencies,
BUILDING.

VANCOUVER WHARF - FOWARDED - DECEMBER 1936

Advance charges as per Form 37

	Interline	$120,129.98
as per Forwarded abstracts		
	(Corrected here)	120,232.48
		$ 102.50

			Over	Short
Abstract No.	8 Total	$3767.91)		
	S/Be	3768.41)		.50
"	No. 14	749.04)		
"	S/Be	849.04)		$100.00
"	No.33	2101.06)		
"	S/Be	2101.00)	.06	
"	No. 47	1804.23)		
"	S/Be	1804.29)		.06
"	No. 87	196.08)		
"	S/Be	196.08)		3.00
"	No.100	234.63)		
"	S/Be	233.63)	1.00	
			$1.06	$103.56
				1.06
				$102.50

Mr.B.Arnum,
Auditor of Agencies,
BUILDING.

COPY TO

G - 2 7 9 4 9 - B.

Vancouver, B.C. March 3rd, 1937.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Vancouver Wharf - December Abstarct Differences.

Referring to my letter March 1st.

On going into matter further I find that waybill 12427, prepaids $16.37, was abstracted and accounted twice. We find that the B.C.C.S. abstract checked correctly with balances sheet figures, and agent has now applied to Mr. Cherry for clearance of the above amount.

Yours truly,

T.A.

500-7-35

M. T. CO.
LIMITED

CARTAGE ACCOUNT

Vancouver, B. C.,

The Canadian Pacific Railway Company

Dr. to The Mainland Transfer Company, Limited

Cartage of Freight to and from VANCOUVER WHARF FREIGHT STATION

Week ending ..... *193* .....

	Smalls @ 35 cents each *Lbs. @ 7 cents per 100 lbs.*		

I hereby certify that I have examined the details of this account, and that it is correct and that amount is included in Freight charges.

..... *Agent*

Certified ..... *General Freight Agent.*

C-27949-B

Vancouver, B.C. March 1st, 1937.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Vancouver Wharf - Abstract Differences December.

Further to my letter 27th.

Balance Sheet figures covering prepaids forwarded from Victoria Wharf agreed with abstract figures and we therefore did not check that abstract. I, today, find that Victoria Wharf to Clayoquot W/B 12427 ppaids totalling $16.37 were accounted twice in prepaid book and balance sheet, but abstracted once. This xxxx no doubt means that offsetting differences will be found in that abstract. I will check and advise such differences within the next few days.

Yours truly,

T.A.

1937 **FEBRUARY** 1937

SUN	MON	TUES	WED	THUR	FRI	SAT
JANUARY 31	1	2	3	4	5	6
7	8	9	10 ASH WEDNESDAY	11	12	13
14	15	16	17 QUEBEC	18	19	20
21	22	23	24	25	26	27
28	MARCH 1	2	3	4		

FOR LIST of Branches and other information concerning the Bank, see back of Calendar.

MOON PHASES

E.S.T.	D.	H.	M.	
LAST	3	7	04	AM
NEW	11	2	34	AM
FIRST	17	10	50	PM
FULL	25	2	43	AM

Vancouver, B.C. February 27th,1937.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Vancouver Wharf.

My examination of delayed outstanding ledger accounts reveals a terrific number of differences. Dealing with accounts against the G.N.Rly.for the month of December I was obliged to make the following adjustments to straighten matters out:-

18	S/Credits against S/Drs.available as due S.S.Lines.	$5462.62
5	S/Debits a/c increased terminal earnings.	2.09
2	Transfers to other Coys' accounts for collection.	193.05
4	O/S items remived a/c incorrect postings.	701.04
1	New O/S item created.	165.55
2	Items for clearance a/c short discharged from vessel.	29.03
17	Items for collection from G.N.Rly. or show cause as to why reduced or unpaid -items for clearance a/crail absorption- or overcharges in terminal charges.	301.78

These accounts should be handled by clerk in charge of ledger accounts. Former clerk had a nervous break down and had to be placed at other work. His successor can barely keep up current work and all the old differences left by the other clerk were not being handled. I was obliged to work up the detail and hand to O/S clerk to put in shape and place under file to Mr. Cherry, etc. This resulted in O/S clerk being swamped and unable to properly attend to O/S items other than ledger items.

I took up very strongly with agent, and discussed the situation with the Assistant General Manager and Assistant Supt', pointing out that all experienced clerks were being utilized to the best advantage, but that it was impossible to make much progress under present conditions.

You will note from the attached letter that it is necessary to release the O/S clerk from the detail of transferring and making up February 34½ so that he can apply himself to getting out necessary correspondence to clear up the many differences and O/S items that have been neglected.

2. B. Arnum, Esq.,

Mr. Cotterell suggested securing a clerk or two from general office accounting departments, but I told him that we required experienced men and suggested the loan of a clerk or two from the local freight office. O/S clerk from that office will be placed at the wharf on Monday to remain there a month or six weeks if necessary. This arrangement will enable wharf O/S clerk to attend to many items that require his attention.

I consider it necessary to personally look into delayed O/S Ledger Accounts and assist in clearing up the tangle. So far, I have not found any large items that are for collection at destination or shipping points. It is usually found that we have the required amounts available at S/Debit, but the situation is more or less dangerous until we find out just how we stand.

Many items O/S are due to reduction in terminal charges, cancellation of terminals a/c shipments having been discharged at another dock, and absorption a/c of long rail haul. Applications to Mr. Cherry are necessary, but not being attended to.

Many small amounts, covering "transfer charges" at Vancouver not protected at shipping point, will have to be collected from shippers in U.S.A., and such collections will involve a lot of correspondence

I feel satisfied that the current business is being properly handled, and when the O/S has been properly verified up to our January 21st cut-off we can only then feel satisfied that the situation is well in hand.

The management appear willing to provide extra help, but it seems impossible to secure clerks with any experience that is useful at this particular office.

It will be necessary for me to spend another two or three weeks at this office. I have not yet located anything that would indicate that January abstracts have been incorrectly compiled, but am expecting to find trouble in that direction.

Yours truly,

T.A.

Vancouver, B.C. February 15th, 1937.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Outstanding Account - Vancouver Wharf.

I have taken the liberty of instructing agent that he may show January 21st warehouse book outstanding figure under one lump sum on form 34½, instead of detailing in the usual way on his report January 31st.

We have confirmed all warehouse book O/S items covering that period, and for your information I would advise that the O/S covering freight actually on hand, as at January 21st, totals only $131.98. balance of $2671.72 is made up of a large number of items that are for clearance or collection chiefl due to terminal charges.

Many items O/S in that period will clear when manifests covering cargo loaded to outside steamers are settled. On the other hand quite a few petty amounts are for collection from shippers a/c of transfer charges and other terminals not having been provided for on export shipments originating in U.S.A. and covered by through S.P.Rly Bills of Lading. Such shipments when covered by local ladings issued at Vancouver will be collected from the S/S Line, but charges on through shipments will have to be collected from shippers.

The adjustment and collection of these terminal charges involve a lot of correspondence. Import shipments moveing overland, on which terminals have been assessed, invloves collection from S/S Lines, recovery of cargo rates from the Harbour Board, and application to Mr. Cherry covering rail absorptions.

There is a serious delay in getting out bills against steamship lines, Harbour Board, and Railways, for the proportion of terminals due from them, and the outstanding clerk is simply swamped with the detail.

The construction of the 34½ is handled by the O/S clerk and that takes up several days of his time, which is sorely needed in other directions. Bulking of the warehouse book figures P/E Jany.21st will greatly reduce the detail required in writing up January 34½, and I trust that my instructions under the circumstances will meet with your approval.

2. B. Arnum, Esq.,

I might explain that many PPO waybills issued by foreign lines do not provide sufficient information to readily apply against inward billing, and in many instances proper terminal charges have not been provided for.

In some instances we find that the PPO waybills are required by the V & L.I. Agent, and the latter has placed many debits that are required to clear wharf O/S items. A PPO for over $13.000.00 received from that agent this morning will clear up a number of our accounts here.

In many instances inward rail charges have been charged through ledger accounts against S.S. Lines, but it is afterwards found that PPO's to debit are to be applied.

It is difficult to properly explain the mass of detail that is necessary to adjust the many items that are outstanding. Also how difficult it is for agent to provide experienced assistance to that desk. To make matters worse there has been much sickness, four men off sick on Saturday.

Manifests covering cargo loaded to outside steamers have been held up by the S/S Line . The S/S Silver Maple sailed Jany.21st, manifest only received on Feby.9th, and will not be accounted until 21st. S/S Hopecrest sailed Jany.16th, but manifest covering has not yet been received. In some instances manifests reaching agent covers shipments that were loaded out on another steamer of their line, which goes to show how badly matters have been handled by S/S Lines. The accounting of the above two mentioned manifests will clear a large number of items O/S in December and January accounts.

To give you some idea as to conditions at other docks, I would advise that the cashier of the Terminal Dock Co. recently stated that his cash book had not been posted since November 30th.

The situation is improving since the strike terminated, and good headway is now being made to clear up O/S. Thousands of Dollars are being taken out of S/Debit to clear our accounts, but petty terminal charges will take time to dispose of.

I am in a position to advise you that, with the exception of ledger accounts, all O/S up to Jany.21st have been investigated to a point where it is only a matter of attending to the necessary statements and applications to clear.

Ledger Accounts have not yet received my close attention, but I am aware that many of the balances now carried against S/S Lines, Dock Coys', and Railways, are for clearance when matters have been fully gone into.

3. B: A.rnum, Esq.,

Our investigation revealed some differences in December that without doubt will disclose that abstracts for that month were incorrectly compiled, and I am of the opinion that the figures have been deliberatbly forced by the abstract clerk. Re-check of same is being made, but conditions prevent this being promptly attended to. and this matter will receive my personal attention within the next few days.

Much headway will be made within the next two weeks, and I will then be in a position to give you a detail report on the outstanding account. In the meantime, no good purpose is served in advising you as to the various adjustments that have been necessary. However, the attached copies of memos will serve to show some of the adjustments that was necessary to clear our accounts.

Yours truly,

T.A.

CANADIAN PACIFIC COMMUNICATIONS

MONEY TRANSFERRED BY TELEGRAPH

CANADIAN PACIFIC TELEGRAPHS

DIRECT CONNECTION WITH

POSTAL TELEGRAPH - CABLE CO.

COMMERCIAL CABLES - - IMPERIAL CABLES

C.D. 1R

This is a full-rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

TELEGRAM		CABLEGRAM	
FULL RATE		FULL RATE	
DAY LETTER	DL	CODE	CDE
NIGHT LETTER	NL	DEFERRED	LC
NIGHT TELEGRAM	NM	NIGHT CABLE LETTER	NLT

W. D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL.

STANDARD TIME

1937 FEB 16 PM 12 55

RAA303 RS

BA MONTREAL QUE 16

A W TENNANT

VANCOUVER BC

YOUR WIRE DATE $839,46 BEMIS BAG CREDIT AUTHORIZED INNES JANUARY 20TH HIS FILE 27800 5 B 2

B ARNUM

F-30370-AWT
Vancouver Wharf, February 16th, 1937 - l.g.

B. Arnum - Montreal, Que.

Cancel my wire date. Your file 25031 since located.

A.W.Tennant - 11.30k.

FORM 103A

PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

CANADIAN PACIFIC
RAILWAY, STEAMSHIPS COMMUNICATIONS HOTELS
WORLD'S GREATEST TRAVEL SYSTEM

FILE OR CLAIM 3914.

7 30370

RCM:EF

Montreal, January 19th, 1937.

F. G. Millen, Esq.
Montreal.

CAN. PAC. RY. JAN 20 1937 Wharf Agent Office VANCOUVER

Enclosed herewith please find Bemis Brothers Bag Company's cheque No. 82, for $488.81, in favor of the Canadian Pacific Railway.

This amount should be placed to the credit of Agent, Vancouver Wharf, as it represents ocean freight on 100 bales of Gunnies, which originally arrived Vancouver per the S. S. "Ixion".

(Sgd.) L. A. SOLLOWAY

Asiatic Freight Agent

cc: H. W. Hobbs, Esq. Your file H-30 Jan. 18th.
W. J. Furlong, Esq. Your Symbol E.598.
A. M. Innes, Esq.

O/D 12/74/69

These were cancelled 16 Apr file here
Received 27800 4
BA Jan 18

Vancouver, B. C. Feb. 16/37.

B. Arnum

Montreal.

See L. A. Solloway's file three nine six eight to F. G. Millen, Dec. 23rd. Is amount $839.46 available.

A. W. Tennant

B. Arnum
Maulsa

See R A Galloway file Three Thousand Six Eight
to F. G. Mellen Dec 23rd. Is amount $839.46
available

A W Tennant

FORM 103A

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 3914.

Montreal, January 19th, 1937.

F. G. Millen, Esq.
Montreal.

C O P Y

Enclosed herewith please find Bemis Brothers Bag Company's cheque no. 82 for $488.81, in favor of the Canadian Pacific Railway.

This smount should be placed to the credit of Agent, Vancouver Wharf, as it represents ocean freight one 100 bales of Gunnies which originally arrived Vancouver per the S. S. "Ixion".

SGD. L. A. Solloway.

Asiatic Freight Agent.

cc. H.W.Hobbs, Esq. Your file H-30 Jan. 18th.
W.J.Furlong, Esq. Your Symbol E.598.
A.M.Innes. Esq.

FORM 103

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 3968

Montreal, Que. December 23th,1936.

RCM:EF

C O P Y

F. G. Millen, Esq.

Montreal.

I am enclosing herewith Bemis Bros. Bag CompanY's cheque No. 81, for $839.46.

This should be placed to the credit of Agent, Vancouver Wharf, as it represents ocean freight one 175 bales of gunnies which arrived Vancouver per the S . S . "Empress of Russia" December 12th.

SGD. L. A.Solloway.

Asiatic Freight Agent.

cc. H. W. Hobbs, Esq. Your file H-30 Dec. 21st.
W. J. Furlong., Esq.
A. M. Innes, Qes.

12/7469. 839.46. See File 27800 WJL

These charges were advanced out W.B. 28 Jan. 2/37. to Moose Jaw. and PPO. W.B. 255 Jan 6th 839.46. to Moose Jaw to clear these advances. but no trace of PPO from Winnipeg? to clear Vancouver A/6.

Correspondence Filed.

J. Peppering taking up with W.J.F. Feb 15/37 as to when this amount was Collected.

See Aud 27800 Dec 31

Seeka

File 89789 July 12'

vs J. Hacskaylo

and 235359 and B

Printed in Canada

FORM 101

CANADIAN PACIFIC RAILWAY COMPANY

INTER-DEPARTMENT CORRESPONDENCE

FILE

27800

TELEGRAM

Wire Vancouver, B.C. January 4th, 1937.

RS CAN. PAC. RY. JAN 4 1937 Wharf Freight Office VANCOUVER

J HALSTEAD WINNIPEG MAN

Exchanges 195 Gunnies account Bemis Bag for Prairie Bag, Moose Jaw

out 2nd CP 176518 - 212000 - 176518 - 195703 - 244010. C721.

W J FUHLONG

DW/HKW 10:27K
K83572.

G.G. A. M. Innes, Esq.,

Your file B27800. There is something radically wrong with the handling of this shipment. I sent you original bill of lading on December 23rd, and yet you ask for it again on December 31st. On December 26th, I advised you ocean charges of $839.46 had been collected from Bemis Bag Co., and yet you advance this amount out for collection on your waybill 28. Please give this matter proper attention.

Vancouver, B.C. February 15th/37.

F. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Check Vancouver Wharf Freight December 15th.
Report No. 3605.

I am enclosing A.A.35 to close out check made December 15th, which was chiefly confined to an examination of outstanding account. My letter January 9th, also letter date enclosed herewith, briefly explains the very unsatisfactory condition of this office, and I discussed the situation with Mr. Blackburn, C.T.A. when he visited Vancouver last month.

Enclosed find statement, in duplicate, covering items referred to the Foreign Freight Agent for collection or clearance. Also enclosed copies of Mainland Transfer Co. cartage accounts P/E Dec.7th & 14th.

You will note that cartage company was short paid.16¢ W/E.Dec.7th, due to W/B 19860 weight 732 lbs -51¢ having been paid as for minimum of 35¢. We however noted that B.C.38521 Dec.4th to Prince Rupert Dec.4th.billed 590 lbs-ctge.41¢ was corrected by destination agent to read 55 lbs, but he failed to reduce cartage charge to minimum of.35¢, cartage co. was therefore overpaid.06¢.
Cartage Account W/E. Dec.14th checked correct with outward billing.

Cheques accepted December 1st to 31st were compared with cash book entries and found to be correct.

All remittances claimed by Agents Victoria and Vancouver Wharf were verified against Local Treasurer's statements.

A detailed statement of outstanding accounts will be sent you when my present check of O/S has been completed.

Yours truly,

T.A.

E.A. Drais
Special Collector
Incoming

CANADIAN PACIFIC RAILWAY COMPANY 1 - 2

San Francisco, Calif., February 4th. 1937.

D/S W/E December14th: December 31st: January 14th.

Mr. A.W.Tennant,
Travelling Auditor,
Vancouver, B.C.

Dear Sir:-

Referring to your letter of January 29th., regarding various items on the above Debit Sheets.

Enclosed please find letter from D.C.MacDonald, D.F.A. San Francisco, in explanation.

Yours truly,

W.L.Henderson

City Ticket Agent.

WLH/

San Francisco, Calif. February 4th. 1937.

File ~~40~~ 45 -Collections

Mr. W. L. Henderson

Am returning herewith, Mr. A. W. Tenant's letter of Jan. 29th. file "D/S W/E Dec. 14th-Dec 31st-Jan.14th."

D/S #56, $338.75, covers car CP 204295, Vanc. Whf. W/B C-4921, Dec. 2nd. 1936, destined Denver, Colo.

D/S #62, $537.43, covers car CP 288270, Vanc. Whf. W/B C-6181, Dec. 17th. 1936. destined Chicago, Ill.

D/S #65, $525.00, covers car CP 102338, Vanc. Whf W/B C-248, Jan. 4th. 1937. destined Kennsington, Ill., $360.36, covers car PFE 20534, Oranges, for E/Canada, sailed Dec. 12th. Vanc. Whf. Pro 12/9211, W. J. Furlongs file, F-89424; $2.55 covers car PFE 21823, Grapes, for E/Canada sailed Dec. 12th. Vanc. Whf. Pro. 12/9223, W.J. Furlongs File F-89424.

With the exception of the last two amounts, this office, at our request, receives a telegram from Mr. W. J. Furlong's office, that the charges are,so much, listing inland freight charges, emergency and terminals; in turn this office notifies the respective party and then receive check for amount specified in telegram; some time after, amount or amounts are taken to special debit within a given period, this office will receive some form of advice that will quote Vancouver Wharf's waybill; in the absence of other information than that named in the telegram from Vancouver (Mr. W. J. Furlongs office), this office can only quote car number and steamer name; this office will endeavor to give Agent's or Mr. W. J. Furlong's file reference hereafter.

D MacDonald
District Freight Agent.

C

PS - am't. $487.58, covers car PFE 36231 Oranges, for E/Russia Dec. 18th. Vanc. Whf. Pro 12/9384 and car PFE 27161, Lemons for NYK Line, Vanc. Whfg. Pro. 12/9161.