

Reader File No. ~~36~~ 26

PAUL WILSON

3/9

Date

T.E. MALONEY

3/9

WM. WOODLAND

3/27/91

W.E. HERR

3/9/31

3/6

R.J. KILD

Tacoma, March 6, 1931 File 2010-15-114

Mr. F.J. Alleman,  
Agent, Tacoma.

We understand that the Port of Tacoma has recently established an ozone plant, and the thought occurs to us that possibly it would be cheaper for us some time to have cars deodorized by the Port than to do the work ourselves. Possibly you may wish to look into this matter.

TEM-n

D.F.A P.A.

Tacoma, March 4, 1931 File 2010-15-167

Mr. N.A. Meyer,  
Seattle, Wash.

Confirming telephone conversation date  
with Mr. Hurd, please correct routing shown on KA 295 to  
read via Des Moines, Wabash, East St Louis, CAO. The  
regular waybill will carry this routing.

WMW-n

D.F. & P.A.

Tacoma, March 6, 1931 File 1410-15-1

Mr. F.J. Allesen,  
Agent, Tacoma.

Confirming telephone conversation date with Mr. Bennett, STP 203295, out of National on National waybill #16, consigned Savage, Minn. carries no routing on waybill.

Please add to the routing column "Minn Trf. CSTMSO, care CANW delivery, " account agent's error in leaving routing off billing.

BNW-2

D.F.A P.A.

cc Agt Elbe

Tacoma, March 4, 1931 File 1410-15-1

Mr. G.R. Webster,  
Portland, Ore.

Confirming phone conversation date, and replying to your telegram of this afternoon, we are quoting below the weight on StP 207279:

Gross	133,200
Tare	48,500
Net	84,700

WVW-m

D.F. & P.A.

Tacoma, March 6, 1931 File 1530-15-1

Mr. F.H. Hicks,  
W.M. Seattle.

Dear Sir:-

Attention Mr. Eys

Your file RC 97843 dated February 25th, 1931.  
As requested, we are attaching copy of waybill and bill  
lading covering car which was routed South Omaha, Mo Pac,  
Atchison, AT&SF, also a letter from Mr. B.W. Griffiths,  
GP&PA N.V. Ry. in which he states that it was his line's  
error in routing car via this route instead of the Union  
Pacific direct.

Respectfully,

WMW-n

D.F.& P.A.

Tacoma,  
March 6, 1931  
File 1808-43

Mr. O.P. Kellogg,  
G.F.A. Seattle.

Dear Sir:-

Your Joint letter of March 4th, file  
DM-21933, regarding publishing of Supplement to  
our Table of Distances, GFD 11850-C.

Wish to advise we have just reviewed  
this tariff carefully, but did not notice any  
changes necessary in so far as our territory is  
concerned.

Respectfully,

THH-a

D.F. & P.A.

Tacoma,  
March 6, 1931  
File 365-21

Mr. W.P. Warner,  
DF&PA. Spokane.

Referring to your file 902-P of March  
4th, regarding shippers of hardwood sawdust.

In following with local furniture  
manufacturers, we find that none of them segregate  
their sawdust, as to hardwood and soft, and they are  
not interested in the marketing of this commodity as  
there is not enough volume to make it profitable.

TEM-n

D.F.& P.A.



March 6, 1961

File 1806-42

Northwest Woodenware Company,  
Tacoma, Washington.

Gentlemen:-

Exchange correspondence, your letter of March 5th, regarding Transcontinental Docket 12108, proposal to cancel rates on woodenware.

We are unable to ascertain the names of the shippers who are proposing the cancellation of those rates, and we know of no way to get this information. However, we are vigorously protesting the cancellation through our General Freight Department, and will exert every effort to see that they are retained in effect.

We will watch developments closely, and advise you particulars.

Respectfully,

TFM-a

D.F. & P.A.

Weekly  
Business  
Letter.

Tacoma.  
March 7, 1931.  
File 1833-1.

Mr F. N. Hicks,  
W.T.M. Seattle.

Dear Sir:

The movement of forest products from our territory as a whole during the first week in March, continues to hold to the slight improvement shown the past few weeks over the volume of recent months. While it is below the volume of the same period 1930, it is really not as bad as it might appear, in view of the fact that March 1930, was one of the best months of that year, and practically all of the mills were in operation at that time. Order files of a large number of the mills are showing an improvement, although this time of the year the seasonal increase in demand for lumber would naturally impart a stimulus to business. We are rather hesitant to measure improvements after making allowances for this influence, but it is the opinion of many of the shippers that the pendulum has swung the other way, and we can look for a gradual climb to normalcy.

Schafer Bros., of Dryad, resumed shipping from yard stock this week, and it is rumored that they will start operation of their mill at an early date.

Because of surplus of logs and unsatisfactory prices at this time, the Cascade Timber Co., is still delaying the opening of their logging operations at Reliance.

There is still a shortage of small Class A and B 34 and 36 feet box cars, in this territory. However, by borrowing and substitution we have been able to meet demands thus far.

There is no lost business to report.

Respectfully,

D.F.&P.A.

-T.M.  
CC-HR.