FORM 101 PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 14068-D-2

Victoria, B.C., July 9th, 1954. -a

H.C. Reid, Esq.,
General Auditor,
Montreal, P.Q.

Dear Sir:

Regarding special voyage Union Steamships vessel m.v. "Chelan" and "Bulk Carrier No. 2" during period April 1st, 1954, to April 15th, 1954, inclusive.

You will find attached copy of letter of May 31st from the Secretary of the Union Steamships Limited, together with copy of statement of estimated revenue and expenditure. Since receipt of that letter I wrote Mr. W.A. Reid on June 30th as per copy of letter attached. Copy of his reply of July 7th is enclosed and you will note that our share of the profit has been increased from $620.09 to $1,081.91. The Secretary of the Union Steamships is now asking that settlement of the amount owing his company be made as soon as possible.

The bill of $12,028.78 owing to the Union Steamships includes the charter rental of the "Chelan" and "Bulk Carrier No. 2"

FORM 101 PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 14068-D-2

Victoria, B.C., July 9th, 1954. -a

H.C. Reid, Esq.

- 2 -

in the amounts of $9,181.25 and $1.765.62, respectively, particulars of which are shown on page two of my letter of June 30th to Mr. W.A. Reid.

Yours truly,

Manager.

P.S.: The figures as quoted are, of course, subject to final confirmat on by the Joint Accountant.

c.c.: G.C. Brooks, Esq.,
Auditor of Freight Receipts, Montreal, P.Q.
V.R. Duncan, Esq.,
Assistant Freight Traffic Manager, Vancouver, B.C.
J.S. Drummond, Esq.,
Travelling Auditor, Vancouver, B.C.
F.G. Davies, Esq.,
Joint Accountant, Room 102, C.P.R. Station, Vancouver, B.C.

This has reference to my telegram of April 19th, 1954.

O.T. Wilson
Manager.

c.c.: E.J. Marsh, Esq.

EJM
Agreed statement should be sent to H.C. Reid by F.G. Davies before settlement is made. Do you think that is understood?
B

FORM 101 PRINTED IN CANADA

COPY

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM

UNION STEAMSHIPS LIMITED

Office and Pier Foot of Carrall St.

VANCOUVER 4, B.C.
Canada

July 7, 1954.

Captain O.J. Williams, Manager,
B. C. Coast Steamships Service,
Canadian Pacific Railway,
Victoria, B.C.

Dear Captain Williams:

Your letter of June 30, 1954 is acknowledged, reference files #14068-D and 13649 regarding the inter-company balance arising out of the joint operation of the M.V. "Chelan" and "B.C.#2" for the voyage ending April 15, 1954.

We have reviewed the points raised in your letter and are in accord with your suggestion that the charter of the Chelan and B.C.#2 should commence from the departure of the unit from Watson Island at 1700 hours, April 1, 1954 to 2000 hours, April 15, 1954.

The amended profit for the operation will then be $2,163.83, of which your share would be $1,081.92 and our share, $1,081.91.

We note that you have eliminated the charge provided for lift truck hire in Skagway of $504.00. The lift truck in question was left behind by the Cassiar and, of course, the cost of operating that lift truck will be charged to the operation of the Cassiar in the usual way, of which you will be paying half the cost.

With these amendments, the amount owing to us by you is $12,028.78, made up as follows:-

Revenue received by you	$18,948.50
Less: Stevedoring at Skagway	5,837.80
Less: Your share of the profit as above	1,081.92
Balance owing to Union Steamships Ltd.	$12,028.78

We would appreciate if if you would please arrange to have this amount remitted to us.

Yours very truly,

(Signed) W.A. Reid
Secretary.

WAR/dc

CANADIAN PACIFIC RAILWAY COMPANY
BRITISH COLUMBIA COAST STEAMSHIP SERVICE

CAPT. O. J. WILLIAMS
MANAGER

PRINTED IN CANADA

C O P Y

VICTORIA, B.C. June 30th, 1954.

Files: 14060-0 & 1349

W. A. Reid, Esq.,
Secretary,
Union Steamships Limited,
Vancouver 4, B.C.

Dear Sir:

With reference to your letter of May 31st enclosing two copies of statement of estimated revenues and expenditures and inter-company balance arising out of the joint operation of the m.v. "Chelan" and "Bulk Carrier No. 2" for the period March 22nd, 1954, to April 15th, 1954.

During various discussions with Mr. E.L. Solloway it was mentioned that the rental charge for the "Chelan" and "Bulk Carrier No. 2" should not commence until after the units departed from Watson Island. The call at Watson Island was not a part of the charter arrangement.

I consider that the revenues and expenses for the voyage in question should be as follows:

CANADIAN PACIFIC RAILWAY COMPANY

BRITISH COLUMBIA COAST STEAMSHIP SERVICE

CAPT. O. J. WILLIAMS
MANAGER

COPY

PRINTED IN CANADA

VICTORIA, B.C., June 30th, 1954. -a

Files: 14068-8 & 13649

H.A. Reid, Esq.,

-2-

m.v. "Chelan" and "Bulk Carrier No.2" - Charter

From April 1st, 1954 - 17.00 hours to April 15th, 1954 - 20 hours
Total time of 14 days - 3 hours for Charter

	Union Steamships Limited	B.C.Coast Service	TOTAL
REVENUE - Skagway to Vancouver 4737125 lbs @ $8.00 per ton	Nil	$18,948.50	$18,948.50
DISBURSEMENTS			
"Chelan" - Charter - From April 1st - 17.00 hours from Watson Island to April 15th, 1954 - 20.00 hrs. or 14 days - 3 hours @ $650.00 per day of 24 hours		9,181.25	
Barge B.C. # 2 - Ditto - Same period		1,765.62	
Stevedoring - At Skagway		5,837.80	16,784.67
PROFIT shown at this time			$ 2,163.83

In order that settlement may be made to your company covering the rental of the two units and your proportion of the net revenue on a 50-50 basis I would appreciate hearing from you as soon as possible.

Yours truly,

(Sgd.) O.J. Williams

Manager

FORM 101

COPY

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM

UNION STEAMSHIPS LIMITED

Statement of Estimated Revenue and Expenditure and Inter-company balances with respect to the Joint Operation of the m.v. "Chelan" and "B. C. #2" from March 23, 1954 to April 15, 1954

	Union Steamships Limited	Canadian Pacific Railway	Total
Revenue			
Northbound - Pyrites	5,915.00		5,915.00
- Newsprint	1,574.24		1,574.24
Southbound - Concentrates (steamer division)		18,952.00	18,952.00
	7,489.24	18,952.00	26,441.24
Expenditure			
Charter - m.v. "Chelan"	14,841.68		14,841.68
-"B. C. #2"	2,854.16		2,854.16
Stevedoring - Vancouver	102.01		102.01
- Watson Island	1,267.50		1,267.50
- Skagway		5,631.72	5,631.72
Lift Truck Hire - Skagway		504.00	504.00
	19,065.35	6,135.72	25,201.07
Profit or Loss	11,576.11	12,816.28	1,240.17
	11,576.11	12,816.28	
	620.08	620.09	
Amount owing or receivable	12,196.19	12,196.19	

Estimated amount owing to Union Steamships Limited by the Canadian Pacific Railway 12,196.19

HRB/md
May 28, 1954

UNION STEAMSHIPS LIMITED
--- Established 1889 ---
Office and Pier Foot of Carrall St.
VANCOUVER 4, B.C.
Canada

31 May 1954

Capt. O. J. Williams, Manager
B. C. Coast Steamship Service
Canadian Pacific Railway Co.
V I C T O R I A, B. C.

Dear Capt. Williams:

We attach two copies of a statement of estimated revenues and expenditures and the inter-company balance arising out of the joint operation of the "Chelan" and "B. C. #2 for the period, March 23, 1954 to April 15, 1954.

It will be observed that the joint operating profit is $1,240.17 (before allowing for the White Pass and Yukon Railway pallet board claim for 606 boards), or $620.09 to the C. P. R.

You have already collected the freight revenue for the concentrates from Consolidated Mining and Smelting Co. Ltd. as per your letter of May 21, 1954. Allowing for stevedoring expenses normally paid by you, there is a balance owing to us of $12,196.19.

We would appreciate it if you would please arrange to have this amount forwarded to us.

Yours very truly,

(Sgd.) W.A. Reid

W. A. Reid
Secretary

WAR/md
Enc.

C
O
P
Y

BRITISH COLUMBIA COAST STEAMSHIP SERVICE

CHARTER OF "CHELAN" AND "BULK CARRIER NO. 2" - MARCH - APRIL 1954

ESTIMATED NET RESULTS

ASSUMED EXTENT TO CHARTER	From Watson Island North to time of loss South	From Vancouver North to time of loss South	From Watson Island North to an assumed time of completion of charter.	From Vancouver North to an assumed time of completion of charter.
CHARTER PERIOD	1700K - 1 Apr. to 2000K - 15 Apr.	2400K - 23 Mar. to 2000K - 15 Apr.	1700K - 1 Apr. to 2000K - 26 Apr.	2400K - 23 Mar. to 2000K - 26 Apr.
TOTAL ELAPSED CHARTER TIME:				
"Chelan"	14 Days 3 Hrs.	22 Days 20 Hrs.	21 Days 3 Hrs.	29 Days 20 Hrs.
"Bulk Carrier No. 2"	14 Days 3 Hrs.	22 Days 20 Hrs.	25 Days 3 Hrs.	33 Days 20 Hrs.
REVENUE				
Northbound:				
Pyrites		$ 5,915		$ 5,915
Paper		1,574		1,574
Southbound:				
Ore (Steamer Division)	$18,950	18,950	$18,950	18,950
	$18,950	$26,439	$18,950	$26,439
EXPENSES				
Charter of "Chelan"	$ 9,181	$14,842	$13,731	$19,391
Charter of "B.C. No. 2"	1,766	2,854	3,141	4,229
Stevedoring:				
Vancouver North		102		102
Watson Island		1,268		1,268
Skagway	5,190	5,190	5,190	5,190
Vancouver South			884	884
Skagway Port Expense:				
Agency Fee	198	198	198	198
Dockage and Water	43	43	43	43
Customs	312	312	312	312
Lift Truck Hire	504	504	504	504
Tug Shifting Barge in Vancouver Harbour			150	150
	$17,194	$25,313	$24,153	$32,271
NET REVENUE (To be shared)	$ 1,756	$ 1,126	$ 5,203	$ 5,832

NOTES

(a) Above details in many cases are estimated. Final net results will no doubt be developed by Joint Accountant.
(b) Additional time required to complete voyage estimated at five days.
(c) Estimated unloading time at Vancouver considered to be two days for the tug followed by four days for the barge, tug being dismissed following unloading.
(d) Unloading rate for longshore Vancouver estimated to be 90¢ per ton on the tug and 25¢ per ton on the barge.
(e) Charter rates were "Chelan" - $650 per day, "Bulk Carrier No. 2" - $125 per day.
(f) If it had been possible to unload both vessels simultaneously in Vancouver expenses would be reduced by two days charter of Barge or $250.

VICTORIA, B. C., 30th June 1954.

Two copies sent G Shaw
One Copy handed HG Davies

BRITISH COLUMBIA COAST STEAMSHIP SERVICE

CHARTER OF "CHELAN" AND "BULK CARRIER NO. 2" - MARCH - APRIL 1954

ESTIMATED NET RESULTS

ASSUMED EXTENT TO CHARTER	From Watson Island North to time of loss South	From Vancouver North to time of loss South	From Watson Island North to an assumed time of completion of charter.	From Vancouver North to an assumed time of completion of charter.
CHARTER PERIOD	1700K - 1 Apr. to 2000K - 15 Apr.	2400K - 23 Mar. to 2000K - 15 Apr.	1700K - 1 Apr. to 2000K - 26 Apr.	2400K- 23 Mar. to 2000K - 26 Apr.
TOTAL ELAPSED CHARTER TIME:				
"Chelan"	14 Days 3 Hrs.	22 Days 20 Hrs.	21 Days 3 Hrs.	29 Days 20 Hrs.
"Bulk Carrier No. 2"	14 Days 3 Hrs.	22 Days 20 Hrs.	25 Days 3 Hrs.	33 Days 20 Hrs.
REVENUE				
Northbound:				
Pyrites		$ 5,915		$ 5,915
Paper		1,574		1,574
Southbound:				
Ore (Steamer Division)	$18,950	18,950	$18,950	18,950
	$18,950	$26,439	$18,950	$26,439
EXPENSES				
Charter of "Chelan"	$ 9,181	$14,842	$13,731	$19,391
Charter of "B.C. No. 2"	1,766	2,854	3,143	4,229
Stevedoring:				
Vancouver North		102		102
Watson Island		1,268		1,268
Skagway	5,190	5,190	5,190	5,190
Vancouver South			884	884
Skagway Port Expense:				
Agency Fee	198	198	198	198
Dockage and Water	43	43	43	43
Customs	312	312	312	312
Lift Truck Hire	504	504	504	504
Tug Shifting Barge in Vancouver Harbour			150	150
	$17,194	$25,313	$24,153	$32,271
NET REVENUE (To be shared)	$ 1,756	$ 1,126	$ 5,203	$ 5,832

NOTES

(a) Above details in many cases are estimated. Final net results will no doubt be developed by Joint Accountant.

(b) Additional time required to complete voyage estimated at five days.

(c) Estimated unloading time at Vancouver considered to be two days for the tug followed by four days for the barge, tug being dismissed following unloading.

(d) Unloading rate for longshore Vancouver estimated to be 90¢ per ton on the tug and 25¢ per ton on the barge.

(e) Charter rates were "Chelan" - $650 per day, "Bulk Carrier No. 2" - $125 per day.

(f) If it had been possible to unload both vessels simultaneously in Vancouver expenses would be reduced by two days charter of Barge or $250.

VICTORIA, B. C., 30th June 1954.

Chelan and Bulk Carrier No. 2.

(1) According to information supplied by Mr Yates the additional steaming time involved if voyage had been completed would have been 2 days.

(2) Estimated unloading costs at Vancouver

Chelan:

449 tons unpalletized ore.
30 tons per gang hour @ 12 men to gang
30 | 12×2.10 = .84 per ton - Say 90¢.
two days time - Cost 449 × .90 = $404.

Bulk carrier No 2.

1920 tons palletized ore.
50 tons per gang hour @ 6 men to gang
50 | 6×2.10 = .25 per ton.
four days - 1920×.25 = 480.
$884

(3) Bulk carrier unloading would follow that of tug. Therefore charter of tug following arrival would be for two days and barge for six days.

(4) Schedule :-

Charter Commenced	2400	- 23 Mar
Left Prince		- 25 Mar
Left Waterton Island	1700	- 1 Apr
At Skagway		- 5 Apr
Left Skagway	1500	- 13 Apr
Dock	2000	- 15 Apr
Estimated arrival Prince	2000	- 20 Apr

PREMLIMARY Report only

M. V. "CHELAN & B. C. BARGE #2 - CHARTER

From April 1st., 1954 - 17.00 hours to April 15th.,1954 - 20 hours
Total Time of 14 days - 3 hours for Charter.

	Union Steamships Limited	B. C. Coast Service	TOTAL
REVENUE - Skagway to Vancouver 4737125 lbs @ $8.00 per ton	NIL	18,948.50	18,948.50

DISBURSEMENTS

CHELAN - Charter -	From April 1st.,- 17.00 hrs from Watson Island to April 15th. 1954 - 20.00 hrs or 14 days - 3 hours @ $650.00 per day of 24 hours	9,181.25	
BARGE B. C. #2 -	Ditto - Same period 14 days - 3 hours @ $125.00	1,765.62	
Stevedoring -	- At Skagway	5,837.80	16,784.67
	PROFIT shown at this time		$2,163.83

Note - Time of Charter based on time vessel and barge left Watson Island for Skagway & to the time vessel & barge lost, approximately April 15th.,1954 at 20.00 hours.

Mr. J. D. Notman, Agent C. P. Rly Co. Prince Rupert, B.C. in answer to enquiry as to time of departure replied as follows :

The M.V. "Chelan & Barge #2 was cleared Customs at Prince Rupert on the afternoon of March 31st., 1954 and left Watson Island at approximately 5.00 PM April 1st for Skagway. I am unable to ascertain the exact time of leaving Watson Island.

3rd June 54

FORM 102 PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 14068-D

Victoria, B.C., May 21st, 1954. s.

W. Manson, Esq.,
Vice-President,
Vancouver, B.C.

Dear Sir:

Further to my letter of April 28th, your file 100,116, regarding the arrangement with respect to the use of the M.V. "Chelan" and "Bulk Carrier #2" to handle shipment of concentrates from Skagway to Vancouver.

Under date of the 18th instant, the Wharf Freight Agent, Vancouver, wrote me as under;-

> "With reference to your Mailgram of April 26th, file 14068-D, in connection with shipment of 2300 tons concentrates ex S.S. "Chelan" and Bulk Carrier #2, consigned to United Keno Hill Mines Ltd.
>
> I would advise that our freight charges of $34,462.58 were paid by Consolidated Mining & Smelting Company of Trail, B.C. under date of May 12th."

You will be pleased to know that the freight charges in the amount of $34,462.58 were paid on May 12th.

Yours truly,

M a n a g e r.

c.c. E.J.Marsh, Esq., Accountant, Victoria, B.C.

For your information.

Assistant to Manager.

SKAGWAY LONGSHORE

Per W. P. & Y. R. #4 338 and 339. May 7th, 1954.

	DISCHARGING	LOADING	CALL TIME	TOTAL
Chelan	$386.27 -	$ 235.69	$ 6.46	$ 628.42 -
Carrier #2	2887.69	1676.78	67.06	4631.53 -
	$3273.96	$1912.47	$73.52	$5259.95

Cost per ton
Concentrates:

Chelan	52 1/2¢
Carrier #2	87 1/3¢

VICTORIA, B. C., May 14th, 1954.

FORM 102 PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 2412-B-54

Victoria, B. C., May 10th, 1954. -e.

H. W. Dunn, Esq.,
Manager,
Department of Insurance and Fire Protection,
Montreal, Que.

Dear Sir,

With reference to your memorandum of April 26th regarding m.v. "Chelan" and "Bulk Carrier No. 2" lost on April 15th, 1954.

The only equipment belonging to the B.C.C.S.S. used on outside vessels is pallet boards. These are only carried on vessels operated by the Union Steamships or on vessels chartered from another company and which are operated in joint operation with our company. Generally there are in the neighborhood of two to three thousand boards belonging to the Canadian Pacific that are used in the joint operation. These boards are worth approximately $10.50 each.

Under the joint arrangement, we supply into the pool 25% of the total number of boards, the Union Steamships 25% and the White Pass & Yukon 50%. At any one time it is unlikely that the number of boards belonging to the Canadian Pacific would exceed 300. Number of boards lost on "Bulk Carrier No. 2" total 1,212, 606 belonging to the White Pass, 303 to the Union Steamships and 303 to the Canadian Pacific.

Copy of telegram from Mr. W. A. Reid, Secretary of Union Steamships dated April 29th is attached. You will note that Mr. Reid states the Union

FORM 102 PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 2412-B-54

Victoria, B. C., May 10th, 1954. -e.

H. W. Dunn, Esq. - 2 -

Steamships did not carry insurance on our boards. Incidentally, we are replacing the 303 boards and the charge will be made against insurance.

Yours truly,

Manager.

cc - E. J. Marsh, Esq.

HJ

Mar 25 ex Vancouver to Watson Island

Apr 5 ex Skagway

Apr 13 ex Skagway

Apr 15 Dunk