Original

Can. Pac. Railway Co.

No..... Victoria, B.C. March 26 1909

Received from Silver Spring Brewery, Limited.

to be shipped on board the C.P.R. Co.'s steamer

.....

whereof.....is Master or on board any other steamer of the Company, or on board of any steamer the Company may employ, the following property in apparent good order, except as noted, (value, weight, contents and condition being unknown to said Master) marked as indicated below, to be delivered at.....

.....Vancouver.....

in transit to.....

For Royal Brewing Co Ltd...

or assigns, care.....

subject to the conditions printed on the back of this receipt.

MARKED:

No. Pkgs.	ARTICLES.	Weight.	Feet.
1	Keg Yeast	20	

.....

FOR SHIPPERS.

Can. Pac. Ry. Co.

CONDITIONS.

The within goods are shipped and received subject to the following conditions:

If the consignee is not on hand to receive the goods, package by package, as discharged, then the master may deliver them to the wharfinger or other party or person believed by said master to be responsible, and who will take charge of said goods and pay the freight on the same, or deposit them on the bank of the river, or other usual place for delivering goods. The responsibility of said master shall cease immediately on the delivery of the said goods from the ship's tackles.

The steamer on which the within goods are carried shall have leave to tow and assist vessels; to sail with or without pilots; to tranship to any other steamer or steamers; to lighter from steamer to steamer, or from steamer to shore; to deliver to other steamers, companies, persons, or forwarding agents any of the within goods destined for ports or places at which the vessel on which they are carried does not call. The master and owners shall not be held responsible for any damage or loss resulting from fire at sea, in the river or in port; accident to or from machinery, boilers or steam, or any other accident or dangers of the seas, rivers, roadsteads, harbors, or of sail or steam navigation of what nature or kind soever.

It is expressly understood that the master and owners shall not be liable or accountable for weight, leakage, breakage, shrinkage, rust, loss or damage arising from insecurity of package, or damage to cargo by vermin, burning or explosion of articles or freight or otherwise, or loss or damage on account of inaccuracy or omissions in marks or descriptions, effects of climate, or from unavoidable detention or delay, nor for the loss of specie, bullion, bank notes, government notes, bonds or consols, jewelry, or any other property of special value, unless shipped under proper title or name, and extra freight paid thereon.

Live stock, trees, shrubbery and all kinds of perishable property at owner's risk. Oils, and all other liquids at owner's risk of leakage, unless caused by improper stowage.

It is hereby understood that wool in bales, dry hides, butter and egg boxes, and all other packages, must be, each and every package, marked with the full address of the consignee, and if not so marked it is agreed that the delivery of the full number of packages as within mentioned, without regard to quality, shall be deemed a correct delivery, and in full satisfaction of this receipt.

It is agreed that in settlement of any claim for loss of or damage to any of the within mentioned goods, said claim shall be restricted to the cash value of such goods at the port of shipment at the date of shipment.

It is agreed that the person or party delivering any goods to the said steamer for shipment is authorized to sign the shipping receipt for the shipper.

On delivery of the goods within enumerated as provided herein, this receipt shall stand cancelled, whether surrendered or not.

In consideration of the goods being carried by the Company at a reduced rate it is expressly agreed and declared that the shipper waives and abandons any right accorded by Statute or otherwise, to hold the Company responsible in any manner for the keeping, or safe or prompt carriage of the goods, and waives and abandons all advantage and benefits accorded by the Statute 37 Vict. C. 25, to the shipper, and himself accepts all responsibility for the safe keeping and carriage of the goods, and agrees to hold the Company absolved and discharged from delays, damages or losses from whatever cause arising, including delays, loss or damage arising through negligence or carelessness, or want of skill of the Company's officers servants or workmen, but which shall have occurred without the actual fault or privity of the Company.

It is expressly agreed that all claims against the said steamer or her owners for damage to or loss of any of the within merchandise must be presented to the master or owners thereof within six months from date hereof; and that after six months from date hereof no action, suit or proceeding in any court of justice shall be brought against the said steamer or the owners thereof for any damage to or loss of said merchandise; and the lapse of said six months shall be deemed a conclusive bar and release of all right to recover against the said steamer or the owners thereof for any such damage or loss.

Victoria Printing & Publishing Company.

Canadian Pacific Railway Co.

B. C. COAST SERVICE

STEWARD'S DAILY REPORT

Steamer Charmer

Trip No. 2986

From Powell River & Comox

To Vancouver

Dec 3 1925

Meals, 169	$ 2	50		
Berths,	$ 109	25		
Total,			$ 111	75

G W Woolton Steward

Form SS. 2101
5,000-8-25

	BREAKFAST	LUNCHEON	DINNER	SUPPER	AFTERNOON TEA	AMOUNT $	AMOUNT cts.
First Class Meals Paid For							
First Class Half Meals Paid For			3			1	50
Night Lunch Meals Paid For				2		1	00
Afternoon Teas Paid For							
Deck Class Meals Paid For							
First Class Meals on Tickets							
Second Class Meals on Tickets							
Meals Served Mail Clerks							
Meals, Customs and Other Officers							
Captain, Officers, Purser, Clerks	6	6	6				
Engineers, Oilers, Firemen, Trimmers	9	9	9				
Petty Officers, Watchmen, Deck Hands	13	13	13				
Stewards, Waiters, Cooks, Barkeepers	13	13	13				
Officers' and Engineers' Night Lunches				10			
Waiters', Firemen and Sailors' Night Lunches				31			
Extra Meals (see back)							
TOTALS	169 41	41	44	43		2	50

Date Dec 3 1925

Original

Can. Pac. Railway Co.

No..... Victoria, B.C. Sept 30 1908

Received from The Silver Spring Brewery, Limited

to be shipped on board the C.P.R. Co.'s steamer

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whereof.....is Master or on board any other steamer of the Company, or on board of any steamer the Company may employ, the following property in apparent good order, except as noted, (value, weight, contents and condition being unknown to said Master) marked as indicated below, to be delivered at.....

Vancouver

in transit to.....

For The Royal Brewing Co.

or assigns, care.....

subject to the conditions printed on the back of this receipt.

MARKED:

No. Pkgs.	ARTICLES.	Weight.	Feet.
1	1 Keg Yeast	20	

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FOR SHIPPERS.

Can. Pac. Ry. Co.

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The steamer on which the within goods are carried shall have leave to tow and assist vessels; to sail with or without pilots; to tranship to any other steamer or steamers; to lighter from steamer to steamer, or from steamer to shore; to deliver to other steamers, companies, persons, or forwarding agents any of the within goods destined for ports or places at which the vessel on which they are carried does not call. The master and owners shall not be held responsible for any damage or loss resulting from fire at sea, in the river or in port; accident to or from machinery, boilers or steam, or any other accident or dangers of the seas, rivers, roadsteads, harbors, or of sail or steam navigation of what nature or kind soever.

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Live stock, trees, shrubbery and all kinds of perishable property at owner's risk. Oils, and all other liquids at owner's risk of leakage, unless caused by improper stowage.

It is hereby understood that wool in bales, dry hides, butter and egg boxes, and all other packages, must be, each and every package, marked with the full address of the consignee, and if not so marked it is agreed that the delivery of the full number of packages as within mentioned, without regard to quality, shall be deemed a correct delivery, and in full satisfaction of this receipt.

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Victoria Printing & Publishing Company.

CANADIAN PACIFIC RAILWAY COMPANY

BRITISH COLUMBIA COAST SERVICE

Daily Bar Report

S. S. Charmer TIME ..... M.

TRIP NO. 3976 30th September 1925

Lid Number	
Customer Number	
Bar Receipts	1 55
Dining Room Receipts	
Total Receipts	

J. A MacDonald Jr *Barkeeper.*

Purser.

This Daily Report to be sent to the General Superintendent and Port Steward on arrival of Steamer at this Port.

BAR REPORT

S. S. .....

TRIP NO. .....

..... 192 .....

CANADIAN PACIFIC RAILWAY COMPANY

BRITISH COLUMBIA COAST SERVICE

Daily Bar Report

S. S. Charmer TIME ..... M.

TRIP NO. In Port 29th September 1928

Lid Number	
Customer Number	
Bar Receipts	Nil
Dining Room Receipts	
Total Receipts	

J A MacDonald C/S ~~Barkeeper.~~

[signature]

Purser.

This Daily Report to be sent to the General Superintendent and Port Steward on arrival of Steamer at this Port.

Canadian Pacific Railway Co.

B. C. COAST SERVICE

STEWARD'S DAILY REPORT

Steamer Charmer

Trip No. 3976

From Vancouver

To Powell River & Return

30th September 1928

Meals, 186	6	35		
Berths, - - -	111	00		
Total, 186			114	35

J. A. MacDonald Steward

Form SS. 2101
5.000-7 28

	BREAKFAST	LUNCHEON	DINNER	SUPPER	AFTERNOON TEA	AMOUNT $	AMOUNT cts.
First Class Meals Paid For		1	2			3	00
First Class Half Meals Paid For							
Night Lunch Meals Paid For				6		3	00
Afternoon Teas Paid For					1		35
Deck Class Meals Paid For							
First Class Meals on Tickets							
Second Class Meals on Tickets							
Meals Served Mail Clerks							
Meals, Customs and Other Officers							
Captain, Officers, Purser, Clerks	6	6	6				
Engineers, Oilers, Firemen, Trimmers	9	9	9				
Petty Officers, Watchmen, Deck Hands	14	14	14				
Stewards, Waiters, Cooks, Barkeepers	15	15	15				
Officers' and Engineers' Night Lunches				10			
Waiters', Firemen and Sailors' Night Lunches				34			
Extra Meals (see back)							
Berths 111 @							
TOTALS 166	44	45	46	50	1	6	35

Date 30th September 1928

DETAILS OF EXTRA MEALS SERVED

Breakfast - -	.....	Served to .....
Luncheon -	.....	" " .....
Dinner - - -	.....	" " .....
Supper - -	.....	" " .....
Afternoon Tea -	.....	" " .....
Total - -		

Canadian Pacific Railway Co.

B. C. COAST SERVICE

STEWARD'S DAILY REPORT

Steamer Charmer

Trip No. Ex Prince

From —

To —

29th September 1925

Meals, 176				
Berths,				
Total, 176				

J. A MacDonald Steward

Form SS. 2101
5,000-7-28

	BREAKFAST	LUNCHEON	DINNER	SUPPER	AFTERNOON TEA	AMOUNT $	AMOUNT cts.
First Class Meals Paid For							
First Class Half Meals Paid For							
Night Lunch Meals Paid For							
Afternoon Teas Paid For							
Deck Class Meals Paid For							
First Class Meals on Tickets							
Second Class Meals on Tickets							
Meals Served Mail Clerks							
Meals, Customs and Other Officers							
Captain, Officers, Purser, Clerks	6	6	6				
Engineers, Oilers, Firemen, Trimmers	9	9	9				
Petty Officers, Watchmen, Deck Hands	14	14	14				
Stewards, Waiters, Cooks, Barkeepers	15	15	12				
Officers' and Engineers' Night Lunches				10			
Waiters', Firemen and Sailors' Night Lunches				34			
Extra Meals (see back)							
TOTALS	44	44	44	44			

Date 29th September 1928

DETAILS OF EXTRA MEALS SERVED

Breakfast - -	.....	Served to .....
Luncheon -	.....	" " .....
Dinner - - -	.....	" " .....
Supper - -	.....	" " .....
Afternoon Tea -	.....	" " .....
Total - -		

imes.

July 12, 1899

NO. 106

MAINLAND CONNECTION.

The Problem of Rapid Transit Between Victoria and Vancouver Likely To Be Solved.

Canadian Pacific Navigation Company Will Submit a Proposal to the City Council.

A 20-KNOT STEAMER FOR THE SERVICE

To Cost $400,000 and Be Ready Within 18 Months After the Ratification of the By-Law--Will Be a Floating Palace.

Good news for Victoria.

After all the talk about improved facilities of communication with the mainland there has been a feeling that the agitation has practically fallen through and nothing would come of it. It has been said repeatedly that despite suggestions for ferry connection with Port Angeles or the provincial mainland, the true solution of the problem of rapid transit between here and the termini of the transcontinental railway systems depends upon the placing of a fast modern steamship on the C.P.N. route and it has been suggested repeatedly during the last few months that the C.P.N. Co. should be approached with a view to some arrangement being arrived at to that end.

The Times is now in a position to announce that the company will in a few days make a proposal to the City Council, offering to place on the Victoria-Vancouver run a new steamer, with a speed of not less than 20 knots an hour, capable therefore of making the run between the Terminal City and the Capital in less than four hours. The company will place the details before the council in full, but in the meantime it may be said that the bonus to be asked is believed by leading citizens and some of the heaviest taxpayers to be well within the power of the city to grant.

The boat to be placed in the service will be built especially for the company in one of the big shipbuilding yards of Great Britain, and will cost £75,000 to construct. When there is added to that the cost of bringing her out to British Columbia it will be seen that the outlay will be close upon $400,000.

The Canadian Pacific Navigation Company expend yearly in the city of Victoria for wages and supplies $350,000 and this large expenditure is urged by some of Victoria's merchant princes as a very strong argument in favor of exceptionally liberal treatment of the company, much greater liberality, they say, than will be asked in the communication to be laid before the council.

In conversation this morning with a gentleman prominently identified with the leading commercial enterprises of the city it is learned that the steamer proposed to be put in the service will be similar to those now plying between Calais and Dover, Dieppe and Newhaven, or Holyhead and Dublin. It will be replete with every modern contrivance calculated to add to speed and comfort and will provide everything necessary for the much increased transportation trade with the establishment of such a service will bring.

Modern shipbuilders and engineers have concluded that in inland waters such as intervene between Vancouver Island and the Mainland, paddle steamers are preferable to those propelled by screw and the plans and specifications which have already been obtained by the C.P.N. Co. are for a side-wheel steamer.

There are only eleven boats now in existence of similar size and finish to that proposed for this service and as none of them can be purchased, a delay of perhaps 18 months will be occasioned by the fact that the shipbuilding yards are now all blocked with orders. The company, it is understood, will guarantee to have the steamer in service within the time mentioned, after the by-law granting the bonus asked is passed, so that it is still nearly possible for the improved service, agitated for so many years, to be in operation before the end of the present century.

MISHAPS TO THE ISLANDER.

After Losing Her Propeller the Willamette Runs Into Her.

The steamer City of Topeka arrived this morning from Skagway, Dyea and Wrangel, with but only three passengers aboard, says the Nanaimo Free Press. She reports the C.P.N. Company's steamer Islander in distress, and on the beach at Douglas Island. The Islander met with two accidents. The first was on the up trip, when on rounding Mary island, she struck a rock, and lost all the blades of one of her propellers, and she is now on Douglas island having it repaired. The other accident was at Skagway harbor, where the steamer Willamette collided with her, and the Islander is badly damaged as the result of it. The Willamette is also stove in under the water line, but not seriously injured. The Islander was lying at anchor off the wharf when the Willamette was endeavoring to make the dock. The Willamette collided with her, smashing considerable of the wood work of the Islander.

The Topeka brought no further news of the snow slide excepting an additional list of some ten bodies which had been found in the debris, none of whom hailed from this province, being principally from the States. The Topeka had the first through Klondike mail, and three sacks were handed over to Postmaster Horne this morning.

The Islander passed Union about two o'clock this afternoon on her way to Departure Bay to coal before coming to this port. Those who watched her as she steamed past Union say that she did not appear to be severely damaged as a result of her collision with the Willamette. She will arrive at Departure Bay about 5 o'clock this afternoon, and after coaling proceed to Victoria, arriving here early to-morrow morning. She will sail for the north again as soon as the repairs found necessary in consequence of the accident, are made.

ISLANDER IN PORT

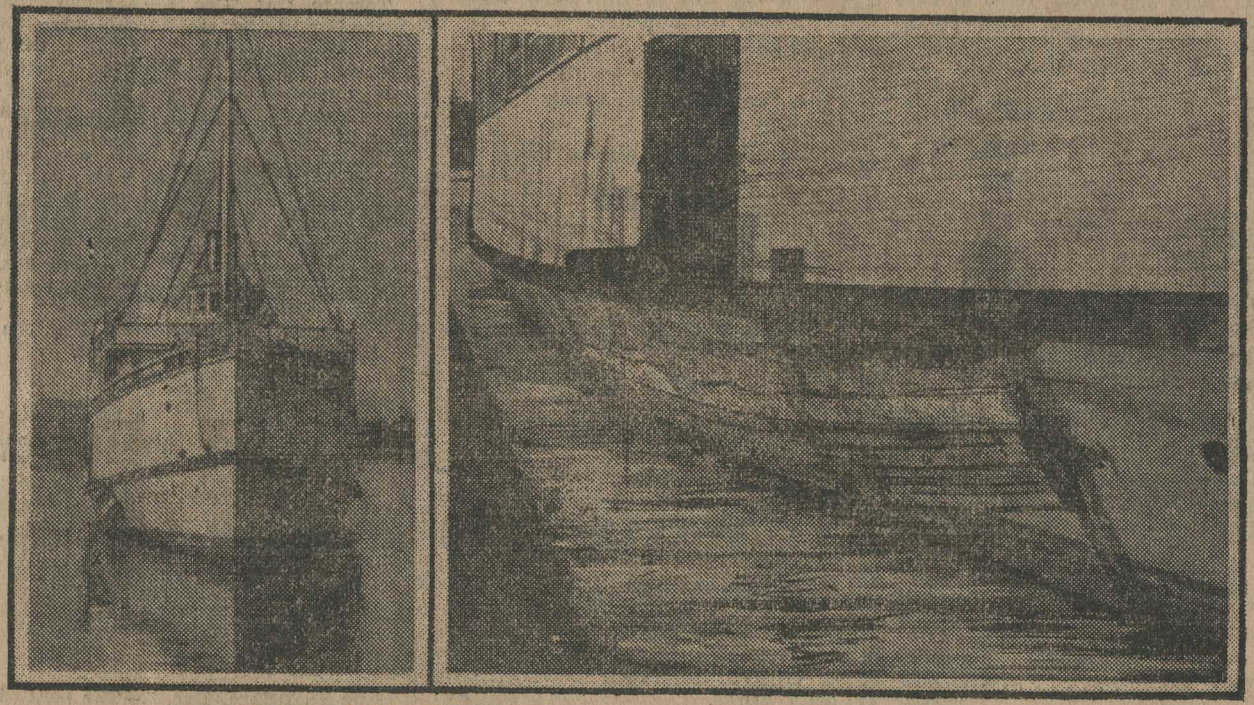
Thurs Apr. 14 1898

The Damage to the Flagship Not as Serious as Reported—How the Collision Occurred.

She Will Go Into Drydock for Repairs—Other News of the Waterfront.

The steamer Islander returned from the north this morning, bringing 180 passengers. She left Skagway on Thursday last, and arrived in Juneau the following morning. She anchored in the stream about 150 yards from the wharf until the tide was favorable to allow of her being beached on Douglas Island to repair her broken propeller. While she was anchored here the steamer Willamette arrived from the south, and while endeavoring to swing in to the wharf smashed into the bow of the Islander. She caught the C.P.N. flagship just abaft of her stem on the hawser pipe. Several plates were indented and the hawser pipe smashed, also a portion of the guard cut away, but the damage is not great. After striking her starboard bow the Willamette swung round and banged into the Islander broadside several times before the two vessels became desentangled. The Islander, during this voyage, was somewhat unfortunate. She tore three blades and the half of the other one from her propeller by striking Mary Island. Two new blades, carried by the steamer, were adjusted when she was beached near the coal bunkers of the Treadwell mines on Douglas Island. She sailed from Douglas Island for Victoria on Sunday morning. The Islander will go around to Esquimalt this evening and go into the dry dock, where the repairs made necessary by her accidents will be attended to. The next vessel of the C.P.N. fleet sailing northward will be the steamer Tees, which will sail for the usual Alaskan way ports on Tuesday next.

Among the passengers was Mr. Alfred Reeves, of Dawson, who has been spending some weeks on the trail between Skagway and the lakes. He will return in a few weeks with the intention of going right through to the Klondike capital, where he has mining interests. Mr. Reeves speaks very encouragingly in regard to the prospects of the country and says he has heard directly from reliable sources that Sulphur and Hunker creeks are turning out equal to the Bonanza an El Dorado. He ridicules the idea that the amount of gold shipped this spring will be anything like so small as stated by Jack Carr, and believes that if anything the result will prove the general expectations of the possible output have been under rather than over estimated.



THE DAMAGES SUSTAINED BY THE CHARMER

The picture on the left shows the vessel approaching the wharf of the Marine railway. The patch put on by the Salvage Company, after the collision with the scow in the narrows at Vancouver, is seen on the port side of the steamer.

To the right the Charmer is shown being hauled up on the ways. The patch on her bow is partially shown above the water.

Interesting Scenes, C.P.R. Wharf When SS. Tees is About to Sail

Many interesting sights are to be seen at the C. P. R. wharf when the steamer Tees, which leaves tonight for West Coast ports, is about to sail. Prospectors, settlers, surveyors, timber cruisers, in mackinaw and corduroy combine with commercial travellers and others with store clothes on the Tees, the connecting link between Victoria and the last frontier—the west coast of Vancouver Island. Many Indians camp on the dock on her sailing day, with their bundles and belongings, all their worldly goods, waiting to take passage in her 'tween decks. The sailing of the steamer is usually marked with many interesting scenes.

Those booked to sail on the Tees tonight include a survey party to be taken by Gore & McGregor; H. H. Brown and wife, J. Nulting, D. Kennedy, J. B. Cummings, R. B. and R. K. Cummings, a party of prospectors who recently returned from an extended prospecting tour on the Queen Charlotte Islands and are now bound up the West Coast; Mrs. Cameron, N. O. Will, E. A. Stevans, Messrs. James and H. Jackson.

TEES IS BA FROM WEST COAST

Deserters From the Sch Matsu Maru Were. Re tured—Schooner Jessie But Ten Lowering Days

POTLATCH ON AT KYUQUOT VILL

The steamer Tees reached po morning after a rough passage Quatsino and way ports. The s did not call at Hesquoit, wher Japanese sealing schooner Matsu which arrived there on Sund days from Tokyo in distress, is but Capt. Gillam heard news c sealers at Clayoquot. Advice been received there by the offic be on the lookout for two Ja who had escaped from the Maru, and before the steamer both deserters had been capture held to be placed back on boar schooner. The Japanese had s for Clayoquot in an Indian canoe overhauled. The Matsu Maru making repairs to her damaged and was expected to sail in days.

The sealing schooner Jessie, city, was seen at anchor at U after completing her season's w the southern coast. She put 8 skins on board the Tees consig her owners in this city. Capt. of the Jessie reported that ba ther had prevented sealing. Fr time he left port in February u put into Ucluelet he had bu lowering days, and during the month out constant gales had vented any sealing being done. of the lowerings were very brie

The schooner Thomas F. Baya at Kyuquot, where she had g ship the balance of her Indian ers and was expected to retu Clayoquot before starting north. Delouchrey, who is going out o schooner Eva Marie, returned shipping a crew. He got six ca Nootka and will ship the remain other West Coast villages.

From Quatsino the Tees b news that the engineers of the Company were still prospecting site to build the proposed factor cording to advices brought b steamer the site on which it ha proposed to build is now held a high a figure and the compa planning to locate elsewhere on sino Sound.

At Kyuquot an Indian potlatc in preparation and the Indians accumulating their stores and pr in readiness for the gala occasio

The passengers brought by th included W. Roberts, who has travelling to coast ports, repres a powder company; J. Renal Brotherton, J. Mercer, J. Tibb Leonard, J. McCarty, H. Hodges, Delouchrey, H. Brown and wife, Collins and R. J. Wright.

Mar 29/13

TEES IS BUFFETTED BY TERRIFIC STORM

Steamer Has Trying Voyage Homebound From Holberg and Seeks Shelter

S. E. GALE RAISES BIG SEA; ROLLS VERY BADLY

Preparing for Busy Spring Along West Coast; Tees Starting on Schedule

Officers aboard the C. P. R. steamer Tees, Capt. Gillam, were reminded on their last trip of their strenuous winter voyages. The west coast vessel came into port yesterday afternoon from Holberg and her master reported a boisterous southbound run from Kyuquot. The trip resembled in many respects the terrific times she had off the coast during the latter part of January and the earlier weeks of February. Great storms assailed the staunch little vessel and seas continually broke over her, resulting in her late arrival here.

Speaking of the trip this morning Capt. Gillam said that one night he was forced to take the Tees into Hes-

C. P. R. STEAMER TEES.

quiat and drop anchor in order to escape the fury of the storm outside. The seas were buffetting the steamer badly and as the wind was blowing fiercely from the southwest she made little progress. The following morning the wind had dropped somewhat, but there was still a nasty sea running. Off Cape Beale the Tees ran into another heavy blow and rolled heavily in a beam sea. The steamer escaped without sustaining any damage.

The Tees brought in 160 tons of fire clay from Easy creek, and 50 passengers.

Quiet Along Coast.

Capt. Gillam reports affairs as quiet at the west coast towns. Everyone is making ready for the spring business, and it is expected that in a few weeks there will be a hustle and bustle, which always marks the opening of business along the coast. At the whaling stations the staffs are making preparations for the resumption of operations, and at the canneries already a start has been made in overhauling the machinery and repairing the buildings.

Tees on Summer Schedule.

The Tees will not leave port for the west coast until Tuesday night, when she will sail on the first trip of her summer schedule. The steamer is to make two trips to Clayoquot each month, sailing on the first and fifteenth, and two to Holberg, leaving here on the seventh and twentieth.

F. 836. 8.31.1903.5000

PACIFIC COAST STEAMSHIP CO.

1.00

ENGINEER'S INDICATOR CARD.

Steamer Senator Date 3/7 1905 M. Voy. 72

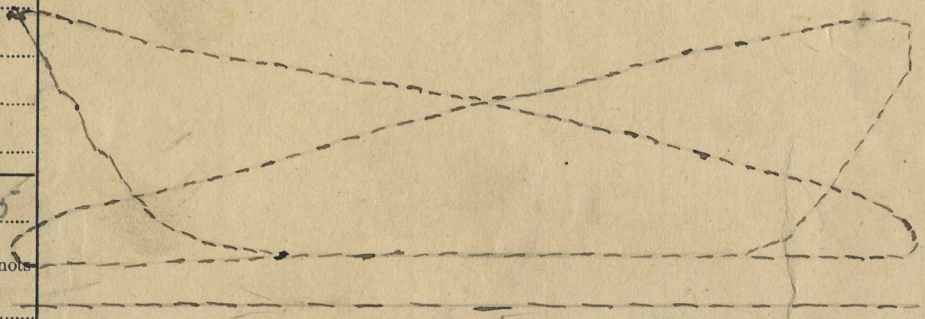
Pressures.
Boiler 165
Engine
Rec'r

Cylinder.

M. E. P.

Tempt. Fahr.
Injection
Discharge
Feed
Air-Pump Dis

Revs. per Min. 115
Speed ..... Knots
Slip of Screw
Displ't ..... Tons



I. H. P.
This Cyl
This Engine
Auxs. in use

Indicator
Make
Scale, 1" = 40 Lbs.

Vacuum 24
Throt
Cut off ..... In.

Coal
Kind
Lbs. per Hr.

Lbs. Franklin

Mark Ends "Top" and "Bottom."

(OVER)

Sq. ft. H. S. in use .....

Sq. ft. G. S. in use .....

Card taken by .....

Card computed by .....

Remarks: .....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Wind points from ahead .....

Wind force .....

State of Sea .....