10M-3-25

詩丕亞輪船公司

紙位牀客艙大

CANADIAN PACIFIC RAILWAY COMPANY

TRAFFIC AGENTS FOR
CANADIAN PACIFIC STEAMSHIPS, LIMITED

STEERAGE BERTHING CARD

MR. Woo Chow Shim 生先 蟾照胡 客搭

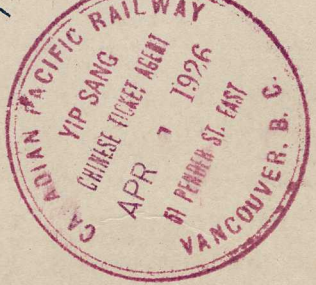
FORM P.6. NO. 52306 數號票船

S. S. EMPRESS OF ASIA 名船

SAILING APR 3 - 1926 期日行啓

COMP'T — BERTH NO. 28 數號位床

失遺勿請位定票憑


CANADIAN PACIFIC RAILWAY
YIP SANG
CHINESE TICKET AGENT
APR 7 1926
61 PENDER ST. EAST
VANCOUVER, B. C.

P. O. Box 15, Vancouver, B.C.

Telephone, Sey. 313

YIP SANG

CHINESE AGENT FOR

Canadian Pacific Ocean Services, Limited

51 PENDER STREET, EAST

VANCOUVER, B.C. April 7, 1926

J.J.Forster,Esq.,
General Agent Passenger Dept.
Canadian Pacific Steamship,Ltd.
Vancouver, B.C.

RE REFUND CLAIM FORM P6 #52306 WOO CHOW SHIM.

Dear Sir,-

Please arrange refund in favour of Mr.Woo Chow Shim whose ticket Form P6 #52306 did not sail was issued by me for the Ex."Empress of Asia" on April 1, 1926.

Thanking you in advance, I remain.

Yours very truly,

Long or for
Mr. Yip Sang

CANADIAN PACIFIC RAILWAY COMPANY
TRAFFIC AGENTS FOR
CANADIAN PACIFIC STEAMSHIPS LIMITED

J. J. FORSTER,
GENERAL AGENT PASSENGER DEPARTMENT

C.P.R. STATION
VANCOUVER,
April 9, 1926.

IN REPLY PLEASE REFER TO
NO. 3108-ALT.

Mr. Yip Sang,
Chinese Agent,
51 Pender St.E.,
Vancouver, B.C.

REFUND CLAIM FORM P6 #52306.
WOO CHOW SHIM.

Dear Sir:

In regard to your letter of April 7, concerning refund on the above ticket.

Immediately the Empress of Asia returns to this port, on May 17, we will gladly secure ticket and arrange refund.

Yours very truly,

J.J. FORSTER.

BY.

Form C 14 3/1

FOR PACIFIC COAST POINTS.

HANKOW TO VICTORIA, B. C.

G

Victoria

350 bags Rice.

Notify

Messrs. Gim Fook Yuen,
Victoria, B. C.

Gross weight 70,000 lbs.

If the rail rates are increased before the cargo reaches destination the difference between the tariff rate and the rate shown on this Bill of Lading must be paid by consignees before the cargo is delivered.

Valued at $

FREIGHT FROM

Piculs	@	$	
Lbs. gross 70,000 lbs.	G$10.00		350.00
Cubic Feet	per 2000 lbs.		
" "	@		"
" "	@		"
Value G. $	@		
Pkgs.	@		"

FREIGHT COLLECT.

FREIGHT PAYABLE AT VICTORIA, B. C. Gold $ 350.00

⊕ IMPORTANT NOTICE.—Shippers consigning Goods or Merchandise "To Order," must, in order to avoid delay and expense at destination, indicate on the Captain's copy of this Bill of Lading, (or by sealed cover addressed to the Company's Agent at Vancouver, B. C., attached to the Captain's copy of this Bill of Lading), the Person or Firm to be notified on arrival of the goods at destination.

"Two Copies of this Bill of Lading, DULY ENDORSED, must be sent to Consignee, to effect Custom House Entry and Delivery of Goods." MEASUREMENT AND WEIGHT SUBJECT TO CORRECTION.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

No. 136

Shipped in apparent good order and condition, by DODWELL & COMPANY, LIMITED, as Agents. on board of the Steamer "WUCHANG" now lying in the port of HANKOW and bound for SHANGHAI to be there delivered (subject to the conditions of the Local Steamer's Bill of Lading) to the Agents of the CANADIAN PACIFIC RAILWAY COMPANY to be by them transhipped to the R.M.S. "EMPRESS OF ASIA" or other of that Company's Steamers bound for VANCOUVER, B.C.

SAID TO CONTAIN.
THREE HUNDRED AND FIFTY (350) BAGS RICE

Packages Merchandise.

Shippers bear all risk & expense arising in the importation of the goods prohibited by the U.S.A. Government

(Weight and Contents unknown), and being marked as per margin, to be carried upon said Steamer (with leave to tow and assist vessels in distress; to sail with or without Pilots; to tranship to any other Steamers; to warehouse or lighter from steamer to steamer, and from steamer to shore, and with liberty to call at any Port or Ports in or out of the customary route in any order), unto the PORT OF VANCOUVER, B.C., (the acts of God, restraints of Government, the King's enemies, privateers, letters of marque or reprisal, rising of passengers, pirates, robbers, thieves, vermin, barratry, misfeasances, error in judgment, any act, neglect or default whatsoever of Pilots, Master or Crew in the management or navigation of the ship, collisions or fire at sea or in port, fire on wharf, in warehouse or lighter, accidents to or from machinery, boilers or steam, or any other accidents of lighterage, disasters or dangers of the seas, or of sail or steam navigation, of whatever nature or kind, or from circumstances arising out of or connected with the employment of the Company's vessels in the service of His Majesty or of the Government of any Colony or of any Foreign Power or from any other cause of whatsoever nature, are excepted): there in like apparent good order and condition to be delivered unto the CONNECTING LINES (Steamers and/or Railways,) and thence, with like privileges and exceptions, to be transported to the port of VICTORIA, B. C. and there, in like apparent good order and condition, to be delivered unto ⊕ ORDER or his or their assigns; freight thereon being payable in AMERICAN GOLD COIN, or its equivalent, as specified in margin.

The Company will not be responsible for capture, seizure and detention, and the consequences thereof or an attempt thereat, nor for any consequences direct or indirect resulting from a state of war, blockade or siege at the place hereof or any port or place at the risk and expense of the shippers, consignees or owners of the goods and the ships responsibility shall cease when the goods are so discharged

The above Goods or Merchandise shall be received by the Consignee and removed from the station or wharf during business hours, on the day of their arrival at the place of destination herein named, or the same will be stored at the expense and risk of the owner, shipper, or consignee; and in the event of their destruction or damage, from any cause, while at the depot or wharf, it is agreed that neither of the said Companies shall be liable to pay any damage therefor

The Companies [illegible] destination [illegible] to any other Company or person [illegible] shipment, landing, storing and reshipment, to be borne by the ship[illegible] be defrayed by the Companies

It is further agreed that [illegible] COMPANY shall be prevented, restrained, or delayed in any way by [illegible] from delivering their cargo [illegible] of destination, all charges for storage, cooperage, drayage, insurance, [illegible] with a War Risks expense and risk of the owner or owners of the [illegible] from landing [illegible] the nearest available port, the Master or Agent communicating as soon as practicable with shippers or consignees

And it is [illegible] Goods or Merchandise are on the voyage from port of shipment to destination, such claim shall be preferred at the office of the delivering [illegible] at said place of destination. And in case such [illegible] be deemed to be waived, and the said Companies, and each of them, shall be discharged therefrom

And it is [illegible] of any portion of the whole [illegible] shall be restricted to the claim value of such Goods or Merchandise at the original Port of shipment, at the time of shipment, and that all claims [illegible] ascertained and adjusted upon this basis of value

It is expressly [illegible] nor either [illegible] or for loss or damage from effects of climate or [illegible] or caused by other cargo in contact, or otherwise, when packed [illegible] packages, unless other value is declared and [illegible] BILL OF LADING [illegible] Company [illegible] upon each of the above-named packages [illegible] Gold, Silver or Metals, Jewelry, nor Treasure [illegible] which the value is stated, the signed [illegible]

It is further agreed that neither the CANADIAN PACIFIC RAILWAY COMPANY nor the CONNECTING LINES will be responsible for damages arising from the effects of heat or cold, or for loss or damage [illegible] Merchandise [illegible] consequential causes, or for ordinary wear and tear of Packages not the result of accident or gross carelessness, or by FIRE from ANY CAUSE WHATEVER while in transit or at stations or wharves, or for loss of any property caused by bad or insufficient cooperage

And it is further stipulated and agreed, that each of the parties hereinbefore named, shall be liable only for loss or damage accruing upon its own route; that said parties shall not be jointly liable for any loss or damage to such Goods or Merchandise; and that neither of said parties shall be liable in any event, for any loss or damage accruing upon the route of the other

Any claims under this contract to be governed by British Law, and all claims of the nature of General Average shall be [illegible] reserving the right of lien on cargo for contribution

Fish, Fruit, Vegetables and other perishable Goods, Glass, and Crockery, or articles contained in glass or crockery, or any articles of a fragile nature, taken only at the risk of the shipper, owner or consignee.

Any Goods or Merchandise taken on deck to be at the risk of the shipper, owner or consignee

Varnish, turpentine, camphene, burning fluids, acids, inflammable Goods or other dangerous articles shall be distinctly so marked as to indicate their character before shipment, and be transported, if the carrier chooses, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be secretly delivered to the carrier, and the character thereof and having the same distinctly marked upon the package or case containing the same, the shipper will not only be liable to the penalties imposed by statute but also for all damages sustained in consequence of such shipment, and such articles may be destroyed by the carrier, if deemed necessary, without incurring any liability therefor.

The said Goods or Merchandise are shipped and received upon the condition of the stipulations and provisions hereinbefore expressed, the undersigned, on behalf of the CANADIAN PACIFIC RAILWAY COMPANY to the extent only of the liabilities herein stated to be assumed by them

Warranted free of capture, Seizure and detention, and the consequences thereof, or an attempt thereat, always also free from all consequences of hostilities, or warlike operations, whether before or after declaration of war.

2. If and so long as the ship is insured against War Risks with a War Risks Insurance Association under or in connection with a War Risks Insurance scheme of His Majesty's Government the ship is [illegible] on the nearest available port, the liberties expressed or implied in this bill of lading shall have liberty to comply with any orders or directions, as to departure, arrival, route, ports of call, stoppages or anything whatsoever given by the Association under or in connection with such scheme or any department thereof, or any person acting on behalf of such Government or any department thereof or any person [illegible] Government or any [illegible] Majesty or of His [illegible] shall be deemed to be a deviation, and the liability of the Carrier shall be accordingly modified. Goods or Merchandise [illegible] terms of the War Risks Insurance [illegible] shall be accountable for any such orders or directions [illegible] or insufficiency of packing, or for any [illegible] ascertained, or caused by other cargo in contact, or otherwise, when or directions [illegible] liable for any [illegible] ding One Hundred and [illegible] via any route to destination [illegible] deviate in the course of the voyage or to [illegible] in his judgement.

In Witness Whereof, the AGENTS have signed THREE BILLS OF LADING, excluding Captain's copy, all of this tenor and date, one whereof being accomplished, the others are to stand void.

Dated at ~~XXXXX~~ Hankow this 1st day of APRIL 120.

For The CANADIAN PACIFIC RAILWAY COMPANY,
JARDINE, MATHESON & Co., Ltd.
Agents.

99225 #100

Per Pro. DODWELL & Co., Limited.

Manager

Form C 33.

REC'D MAY 9 1916

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

TRANS-PACIFIC SERVICE.

No. 9

Shipped, or received for shipment, in apparent good order and condition, except as noted, by MACKENZIE & Co., LIMITED. on board of the Steamer "Kinshiu" now lying in the port of Tientsin and bound for Shanghai to be there delivered (subject to conditions of the Local Steamer's Bill of Lading) to the Agents of the **Canadian Pacific Railway Co.** to be by them transhipped to the R.M.S. Empress of Asia or other steamer owned or loaded by the **Canadian Pacific Railway Co.** (Weight and contents, value and condition of contents unknown) and being marked as per margin, to be carried upon the said Steamer (with leave to tow and assist vessels in distress; to sail with or without Pilots; to tranship to any other Steamers; to dry dock; to carry animals or other cargo on deck; to warehouse or lighter from steamer to steamer, and from steamer to shore and with liberty to deviate to and/or call at any Port or Ports in or out of the customary route in any order or for any purpose whatsoever) unto the Port of VANCOUVER and there, in like apparent good order and condition to be delivered unto other carriers to be forwarded **BY CANADIAN PACIFIC RAILWAY Co.** to Philadelphia

60 (Sixty) Bales washed wool **PACKAGES MERCHANDISE.**

and there, in like apparent good order and condition to be delivered unto* Messrs. J. Bamons & Co. Boston or his or their assigns on payment of freight thereon in **AMERICAN GOLD COIN,** or its equivalent at rates as per margin. Freight prepaid is considered earned at time of shipment, and is not recoverable, ship or goods lost or not lost, and whether the voyage be completed or not. The responsibility of the steamer and her owners is to end on the goods leaving her tackles or deck at the end of the Ocean transit and the through carriage from that point being undertaken for the convenience of shippers the steamer and her owners shall from this point incur the liability of Forwarding Agents merely and shall be under no responsibility whatever for the safety or delivery of the goods and any recourse of the Shipper or Receiver shall be only against the party in whose custody the goods were at the time of loss, damage or delay occurring and the carriage from said point is subject to the conditions imposed by the respective Carriers and each Carrier who makes due delivery to a succeeding Carrier in accordance with this Bill of Lading shall be absolved from any further liability in respect of the goods.

The Carriers are not to be responsible for loss, damage or delay arising from or consequent upon the Acts of God, restraints of Government, Princes or people, enemies, privateers, rising of passengers, pirates, robbers, thieves, vermin, barratry, strikes, lock-outs, labour disturbances, trade disputes, any error in judgment, act, neglect or default whatsoever of Pilots, Master or Crew in the management or navigation of the ship or craft or lighter, collision, whether with vessels of the same ownership or otherwise, stranding, fire at sea, in port, on wharf, in warehouse, on railway, or lighter or elsewhere, accidents to or from or latent defects in hull, machinery, boilers, or appurtenances or any other accidents, risks of craft or lighterage, perils, disasters, or danger of the seas and rivers or of sail or steam navigation, of whatever nature or kind or from unseaworthiness provided the Owners have exercised reasonable diligence to make the vessel seaworthy.

The Carriers are not to be accountable for weight, leakage, breakage, insufficient or insecure packages, or for loss or damage arising directly or indirectly from effects of climate or decay, or from obliteration or inaccuracy of marks or numbers or insufficiency of address (including wrong delivery from such obliteration, inaccuracy or insufficiency) or caused by other cargo by contact, smell, evaporation, or otherwise, effects of heat or cold, providential causes, ordinary wear and tear of package, FIRE from ANY CAUSE WHATEVER while in transit or stationary, or for loss arising from detention or delay, and that said Carriers will not become liable for any value exceeding one hundred Gold Dollars (G.$100.00) upon each of the above named packages unless other valuation is declared and so expressed in this BILL OF LADING; and they are not to be responsible for Gold, Silver, Precious Stones or Metals, Jewellery, lace, furs, works of art or treasure of any kind unless BILLS OF LADING in which the value and contents are stated, are signed therefor and ad valorem freight paid thereon.

The above goods or merchandise shall be received by the Consignee and removed from the station during business hours, within 48 hours of their arrival at the place of destination herein named or the same will be stored at the expense and risk of the owner, shipper or consignee; and in the event of their destruction or damage from any cause, while in the depot, it is agreed that there shall be no liability to pay for such damage or loss.

The Company reserves the right of forwarding the goods or merchandise to the Steamer's port of discharge by any steamer or steamers belonging to any other Company or person, all risk of transhipment, landing, storing and reshipment to be borne by the shipper or owner of the goods or merchandise, but the expense to be defrayed by the Company.

It is agreed that in case the vessel be prevented, restrained or delayed in any way by Quarantine regulations from discharging the cargo at steamer's port of discharge in the ordinary course and without delay she may discharge into quarantine hulk or depot or elsewhere and all charges for storage, cooperage, drayage, hulk hire or depot charges, insurance, labor, and/or detention of the steamer (at the rate of 4d. per gross register ton per day) in consequence thereof, shall be at the expense and risk of the owner or owners of the goods, or should the steamship be prevented by quarantine from entering the port or should the master consider it unsafe to enter by reason of hostilities, blockage, riots, strikes, disturbances or ice (whether any of such causes be actually in operation or only anticipated by the Master) or, should any of the aforesaid causes prevent or be considered by the Master as likely to prevent, the steamer from discharging the goods there and sailing therefrom within a reasonable time, then she shall have liberty to land or store or to carry into, and land and store the same at the Merchant's risk and expense, at the nearest available port, the Agent communicating as soon as practicable with shippers or consignees and the Carrier's responsibility shall thereupon cease except that if there are other reasonable means of forwarding to destination the shipowner will despatch the same thereby, but all extra freight and charges incurred thereby shall be borne by the owners of the goods. All quarantine and disinfecting charges shall be borne by the owners of the goods in every case.

And it is expressly stipulated and agreed, that in case any claims shall arise against any Carrier for any loss or damage accruing while such Goods or merchandise are on the voyage from port of shipment to destination such claims shall be preferred at the office of the delivering Carrier in writing at the place of destination, before delivery thereof at said place of destination. And in case such claim, whatever it may be, shall not be preferred within the time and at the place hereinbefore designated such loss or damage shall be deemed to be waived, and the said Carriers and each of them shall be discharged therefrom.

And it is further stipulated and agreed, that in all cases of loss of or damage to any portion or the whole of the said goods or merchandise, the amount of claim shall be restricted to the cash value of such goods or merchandise at the original Port of shipment, at the time of shipment, and that all claims for either partial or total loss or damage shall be ascertained and adjusted upon the same basis of value subject to the limit hereinafter mentioned.

Any claim against the shipowners under this contract of affreightment, shall be settled according to Laws of the vessel's flag and all claims of the nature of General Average shall be adjusted and settled in conformity with York-Antwerp Rules 1890; the ship reserving the right of lien on cargo for contribution. If the owner shall have exercised due diligence to make the steamer in all respects seaworthy, and to have her properly manned, equipped and supplied, it is hereby agreed that, in case of danger, damage or disaster resulting from faults or errors in navigation or in the management of the steamer, or from any latent defect in the steamer, her machinery, appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent defect or the unseaworthiness was not discoverable by the exercise of due diligence) the consignees or owners of the cargo shall nevertheless, pay salvage, and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril all with the same force and effect, and to the same extent, as if such danger, damage or disaster had not resulted from or been occasioned by faults or errors in navigation or in the management of the vessel, or any latent defect or unseaworthiness.

Fish, Fruit, Vegetables and other perishable goods, Glass, Crockery, or articles contained in glass or crockery, or castings, or any articles of a fragile nature, taken only at the risk of the shipper, owner or consignee absolutely.

Any goods or merchandise taken on deck to be at the risk of the shipper, owner or consignee.

Varnish, turpentine, camphene, burning fluids, acids, inflammable or explosive or corrosive goods or other dangerous articles shall be distinctly so marked as to indicate their character before shipment, and be transported, if the carrier chooses, on deck or elsewhere, and they shall in all cases be at the shipper's or owner's risk. If any such articles shall be delivered to the carrier without stating the character thereof and having the same distinctly and legibly marked upon the package or case containing the same, the shipper shall be responsible for any damage to other cargo caused by such goods and such articles may be destroyed by the Carrier, if deemed necessary, without incurring any liability therefor.

In case of salvage services rendered to aforesaid goods or merchandise during this voyage, by a vessel or vessels of the steamship company, such salvage services shall be paid for as fully as if such salving vessel belonged to strangers.

Freight is payable on weight or measurement received or delivered at Carrier's option, and full freight is payable on damaged or unsound goods; the carrier shall have a lien on the goods for all freight primages and charges and detention and also for fines and damages which the ship or cargo may incur or suffer by reason of the incorrect or insufficient marking, numbering, or addressing of packages, or description of their contents, and also that if on a sale of the goods at destination for freight and charges and detention the proceeds fail to cover said freight and charges, the carrier shall be entitled to recover the difference from the shipper.

Should, in the opinion of the master, the weather be such as to cause delay in the discharge of the whole or any portion of the goods herein mentioned, the steamer may proceed to her next regular port of call, from whence the overcarried cargo will be returned at the expense of the steamer, but at the risk of the owner or consignee.

In the event of the ship being quarantined in a way-port so that her detention thereby should prevent or delay her from proceeding to destination, the carrier shall have the option, without previous notice, to tranship the goods by another steamer to be forwarded to destination, the expenses of such transhipment, and any increased cost by such forwarding shall be borne by the owner of the goods.

All lighterage from steamer to steamer, and from steamer to shore of the goods named in this Bill of Lading shall be at the risk and expense of the owner, shipper, or consignee; merchandise on wharf awaiting shipment or after discharge from ship's tackles shall be at the shipper's risk of loss or damage.

With respect to livestock, the ship shall provide only water and stalls or other necessary pens or enclosures; shipper shall provide necessary feed and attendance for such livestock from the time taken on board steamer until landed at destination; the ship, her owners or agents, shall not be held liable for injury to or loss of livestock by death howsoever caused. Feed for livestock shall be carried on board steamer freight free except that any surplus feed landed at destination shall pay freight at current rates; freight charges on livestock must in all cases, unless otherwise specially arranged, be paid in advance on each and every head of livestock taken on steamer, and freight so paid cannot be returned, ship and/or livestock lost or not lost.

In case the whole or any part of the articles specified herein be prevented by any cause from going in the first steamship leaving after the arrival of such articles at said port the carrier is only bound to forward them by succeeding steamships employed in this line or, if deemed necessary by said carrier, they may be forwarded in other steamships.

In the event of any claim the carrier shall in reduction have the benefit of any moneys recovered or recoverable by the merchants under any insurance policy effected on the goods.

The Carrier shall have a lien upon the goods for unpaid freights, payments made, or liabilities incurred, in respect of any charges stipulated herein to be borne by the shippers, owners or consignees of the goods.

AND FINALLY.—In accepting this Bill of Lading, the shipper, owner and consignee of the goods, and the holder of the Bill of Lading, agree to be bound by all of its stipulations, exceptions and conditions, whether written or printed, as fully as if they were all signed by such shipper, owner, consignee or holder, and this Bill of Lading duly endorsed shall be given up to the ship's consignee in exchange for delivery of the merchandise herein mentioned.

"Two Copies of this Bill of Lading, DULY ENDORSED, must be sent to Consignee, to effect Custom House Entry and Delivery of Goods." MEASUREMENT AND WEIGHT SUBJECT TO CORRECTION.

FOR OVERLAND U.S.A. POINTS.

Tientsin TO Philadelphia

MARKS AND CONSIGNEES.

TM / XC 6418/6477 = 60 B/S

PHILADELPHIA

RATES OF FREIGHT.

FREIGHT.

No. of Pkgs.		Commodity.	Weight lbs.	Ocean Rate per ~~100 lbs.~~ 40 cft.	Rail Rate per 100 lbs.	Ocean Proportion.		Rail Proportion.	
60	B/S	washed	24000	$17.50	$1.05	208.	69	252.	00
		wool	11.37 ft.		1.05				
					Totals	208.	69	208.	69
					Total Through Freight G$			460.	69

(Exclusive of Customs Charges.)

Shipper's Copy

FREIGHT PAYABLE AT Tientsin

C. P. R. FREIGHT CHARGES PREPAID AT TIENTSIN FOR AGENT

Total value of shipment ..... $.....

„ Gross Weight of shipment lbs. 24000

„ Measurement ..... Tons 11 feet 37

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In Witness Whereof, the **AGENT** has signed three **BILLS OF LADING,** excluding Captain's copy, all of this tenor and date, one whereof being accomplished, the others are to stand void.

Dated at Tientsin this 6th day of April 1916

FOR THE CANADIAN PACIFIC RAILWAY Co.,

Jardine, Matheson & Co., Ltd.

Per ..... Agent.

PREPAID
AT INTERIOR
FOR ABOVE