R. M. S. "Empress of Canada"

To.....

The Commander & Staff request the pleasure of your company at a Social Evening aboard ship Saturday January 23rd.

7-45 p.m. to Midnight

Please present this card at gangway.

From.....

Dress Optional

R. S. V. P.

*Admit*

Mr. Yip Kee Hum,& Lady

*on board C.P.S.S. Empress of Canada*

*C.P.R. Dock*

10,000—10-33 S.S. 2019

# CANADIAN PACIFIC STEAMSHIPS, LIMITED

## PACIFIC SERVICE

**ON CONDITIONS ON BACK ADMIT**

Mr. Crawford & Lady

TO EMPRESS OF CANADA

GOOD ONLY ON DATE STAMPED ON BACK

**NOT GOOD AFTER 6 P.M.**

**E. AIKMAN,**

*General Superintendent.* Per

**VISITORS ARE NOT PERMITTED TO ENTER THE ENGINE ROOM, STOKEHOLDS OR CREW ACCOMMODATION, NOR ARE THEY PERMITTED TO TRADE WITH THE CREW EITHER IN SELLING OR PURCHASING COMMODITIES OF ANY SORT.**

**THIS PASS** is granted on the condition that neither the Canadian Pacific Railway Company nor the Canadian Pacific Steamships, Ltd., nor the Owners or Agents of the Steamer shall be liable for any delay, loss, damage, or injury, whether fatal or otherwise, to the property or person of the holder of the Pass from whatsoever cause, even if caused by the negligence of any person for whom the above mentioned Companies may be responsible, or by any defect in the steamer or her equipment.

The Customs Officers reserve the right to search any person or persons upon their disembarking, under authority and by virtue of Sections 155, 156, 217, and 218 of the Customs Act of Canada.

C.P.S.
FEB-4
VANCOUVER
B.C.

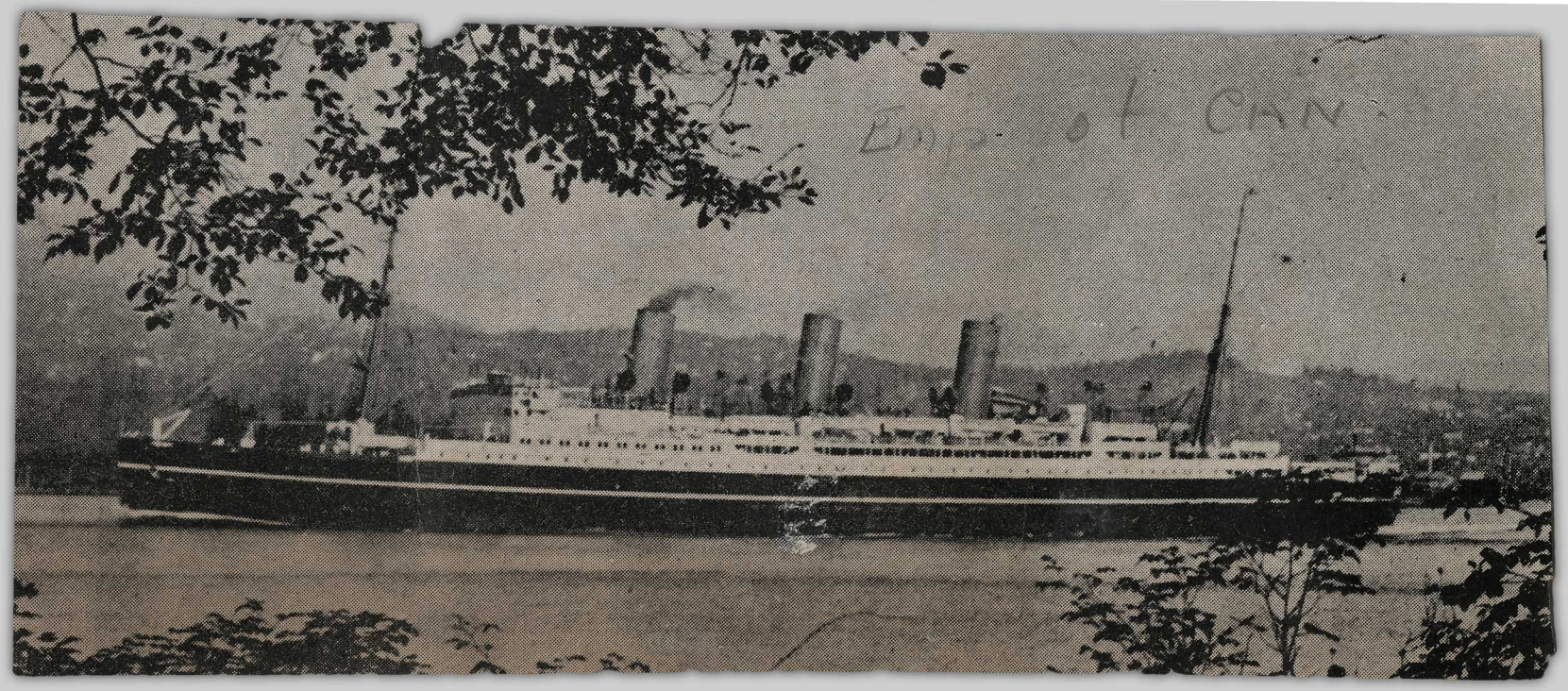
**I AGREE TO THE ABOVE CONDITIONS**

L. Crawford

# CANADIAN PACIFIC STEAMSHIPS

Form G.B.D. 119 — 3

CANADIAN PACIFIC
NAME E. Mahaffy
S.S. E of Canada
SAILING DATE June 9/39. ROOM 516
TO Vancouver.
(PORT OF LANDING)


DOMINION CAN

rently going to Japan from
Columbia
intima at plans
nizat the Pa-
al Compa cili-
will d if bus
s in th ming mor
the present time 6 or
loads of coal are going
y month from the coal
ship car appr
tons
is destine s
of the steam type. The return of

that the union transfer to the receiver $298,000 in bonds now held in the union's strike fund in San Francisco.

Th action by the court w taken application of muel B Bassett a John Geisnes. coun-sel for 93 rmer members f the nion, wh were awarded dg-nents of $ 00 each or a total of 475,000 months ago. They charged t ey were damaged by a bulletin circulated by a union officer, inferentially accusing them of being strike breakers. This cost

BULWARK AT FORE END OF BRIDGE DECK TO BE 4'0" HIGH
ALL HEIGHTS GIVEN ARE ABOVE TOP OF BEAM.

LIFTING GEAR TO BE FITTED AT GALLEY SKYLIGHT, SERVING PASSAGE SKYLIGHT & SKYLIGHT TO STEERING GEAR COMPARTMENT.

IX IN SMOOTH HIDE COVER HAIR STUFFED & WATERPROOF, SEAT REVERSIBLE.

X JALOUSIE SHUTTER ON EACH WINDOW.

✓ EASY CHAIR IN 2ND OFFICER'S AND PILOTS' ROOM.
CAMP CHAIRS 5 OFF FOR EXTRA 2ND OFFICER, 3RD OFFICER, 4TH OFFICER & WIRELESS OPERATORS.

Capt. Baugh was a junior officer in the Canada.

Comment regarding the grounding of C/Canada.

When the Canada came into the Str. of Juan de Fuca, the fog was thick as a hedge. Race Rocks was not seen & navigation was by dead reckoning. The ship slowed down to pick up the pilot. But due to the ebb tide, the ship drifted landward 3 x's more than the Capt. estimated. Eventually when the pilot boarded, he said that he really don't know where is the ship's exact location. Since he "was chasing the whistle" quite a bit. He advocated anchoring & swinging the ship around. The capt. thought that everything was alright & proceded to turn inward. After a few mins. The soundings showed rapid decrease in depth. The deck hands were immediately sent forward in preparation for anchoring and the ship was swung around. It was just at that moment that the ship hit the ledge. Fortunately, she was moving very slowly at that time.

In the subsequent enquiry, the Capt. completely exonerated the pilot by saying that he himself was in command, thus showing himself to be a honest & honorable man. He was ashore for several mos. only before given another command. The grounding was his 1st accident at sea.