

## DESCRIPTION OF NEW C.P.R. FLYER

### NO EXPENSE SPARED ON PRINCESS CHARLOTTE

#### Details of Her Equipment— Sails for Victoria Next Month.

London, Oct. 2.—As has been already announced, the S. S. Princess Charlotte is receiving the finishing touches at Fairfield yard, Govan, preparatory to starting on her long voyage to Victoria at the beginning of next month. For some time the steamer has been lying alongside the wharf adjacent to the Govan Road, and her beautiful lines and yacht like appearance has come in for very favorable criticism.

The steamer measures 342 feet in length, with a beam of 46½ feet, and a mean draught of 16½ feet at her normal load line, when she displaces 4,000 tons gross. The hull throughout is built of mild steel, and divided into seven water tight compartments, any one of which can be smashed in without affecting the stability of the ship in case of collision. The greatest care has been taken in strengthening the steamer at all vital points.

There are five decks, which is rather unusual in ships of her size. The orlop, or lower deck is water tight, which adds greatly to her safety, and below it is the main hold for stowing cargo. This hold extends from the rear of the engine room to the bows almost, practically about half the length of the ship. There is one main hatch which is perfectly water tight. The engines are twin sets of the triple expansion type, balanced on the Yarrow, Schlick and Tweedy systems and so delicately adjusted that vibration during trial trip was found to be at the minimum, which is a great consideration in the service for which she is intended. The engines are supplied by half dozen multitubular boilers of the old Scotch pattern, which have been found to be reliable and simplest in construction.

The berths of the engine room officers are very conveniently situated on the starboard side of the engine room, the

able 22 feet boats, whilst there are some 500 life belts aboard and many life buoys. An interesting feature in the bow are the two bow anchors of the old familiar pattern of the Nelsonian days, and just above them, and below the bridge is a very powerful electric search light.

### PREPARING REPORT ON MINERAL CLAIMS

#### L. J. Parker is Looking Over Prospects on North End of Island.

Clayoquot, Oct. 13.—The new settlers at Long Beach are quite enthusiastic over the future prospects of their claims. They will go in for ranching and the cultivation of cranberries.

A number of the settlers attended the dance at Mosquito Harbor on Saturday night.

A large number of the Indians returned on the last boat. They had a very poor season, both at the canneries and in the hop fields.

Very few of the Clayoquot Indians went sealing this year, and of these nearly all were on the schooner Bayard.

L. J. Parker, the manager for the Tye Copper Company at Sidney Inlet, is looking up all the prospects in the district and reporting on them to the company. The air compressing plant will soon be installed at Sidney Inlet, and the air drills working. A fine new bunk house will be built for the accommodation of the miners. They will saw their own lumber at the mill on the beach.

The Ties brought up several tons of new furniture for Mr. Dowley's new hotel.

Last spring the school trustees applied for a school district for Clayoquot. Up to the present the school has been an assisted school. When the school was built there were only a few children, and the building was large enough, but with the increase in population the building is now entirely too small. A new school building has been

### C. P. R. STEAMER PRINCESS CHARLOTTE.

port side being occupied by engine room stores, etc., whilst below are the mess rooms, galley and other adjuncts for the men. The entire number of hands employed in the ship will be about 100, of whom 20 will be firemen and 18 seamen. So much for the bowels of the ship.

Going aloft to the upper deck one is struck by the style of everything. Forward in the bow stands the officers' quarters superimposed on the shade deck, and on top of that again is the bridge from which the skipper will con his charge. On the bridge are the hand steering apparatus, the binnacle fitted with Lord Kelvin's patent compasses, the telegraph gear which communicates with the engine room and other parts of the ship. The steering gear and binnacle are duplicated aft on the shelter deck. The shade deck runs for practically the entire length of the ship. A prominent feature in the next deck is the "observation saloon," which lies immediately below the officers' quarters and the bridge. It is a very handsome apartment of about 40 x 50 feet square, with domed front, and lighted by 24 large windows. In the stormiest weather its occupants can have an uninterrupted view of the sea and land. It is very handsomely furnished in green and gold and paneled in Spanish mahogany, whilst it is studded with electric lights, and fitted with electric punkies for warm weather and with a couple of very fine radiators for cold weather. Aft of the observation saloon are a number of double and triple berth rooms magnificently furnished, whilst right aft are the smoke room, tea room for the ladies, all superbly furnished in the latest style. Round this "deck house," as this range of apartments is technically designated, is a six foot promenade. The shelter deck lounge is a very handsome hall, elegantly furnished in crimson and white, with the staircases opening off it. Each of these rooms is ten feet square, fitted with upper and lower berths and replete with every convenience to make travelling and sleeping comfortable. The second class passenger's saloon is forward in the bow, and it is plainly but comfortably furnished. The dining saloon for the first class passengers—of which close on 300 can be carried—is on the main deck. It is beautifully finished, and every detail is thoroughly up to date.

### WORK ON NEW LINE PROCEEDING STEADILY

#### Cars Will Be Operated on First Section of Chilliwack Road by February.

Chilliwack, Oct. 15.—Things are moving along the Chilliwack extension of the B. C. Electric railway. The grading for twelve miles of line between New Westminster and Cloverdale is now finished with the exception of about fifty feet and the trestle at the end of the steel bridge which will be completed within a couple of weeks. Ties for the line have been distributed all along and there only remains the laying of the rails and the electrifying of that section of the line to make it ready for commission. It is understood cars will be running between New Westminster and Cloverdale about February first.

At this end of the line construction work has not actually commenced but the work of surveying and the preliminary work of draining the Sumas lake has commenced. Simultaneously with the commencement of the drainage scheme the work of railway construction will commence and there is not a doubt the whole line will be complete and in running order well within the time specified for its completion which is September 10, 1910. In fact there has been given every assurance that a year from now May 24th will see the official opening of the through line.

### ACTIVITY IN SLOCAN.

Several Mines Are Now Shipping Ore Steadily.

Sandon, Oct. 15.—Present indications point to Sandon becoming the prosperous mining camp it was known as in early days. Several mines are now shipping steadily, and reports from the mine state that the ore showing is immense. The mine is now in full operation, and there, every one of whom is now employed there, and this force may have to be recruited for lack of space to put the accumulation. Every day more ore is being taken out of the mine, and the ore is being shipped in chutes and old tunnels and drills. The new body was found in No. 2 tunnel by the present pack the ore down, and E. Towgood, the Sandon packer, has been hunting up the Lardo district for another string of mines.

## LINER ARRIVES FROM FAR EAST

### KAGA MARU BRINGS VALUABLE CARGO

#### Passengers Report Depression in Trade—Young Chinese Reform Party Active.

(From Friday's Daily.)  
Nippon Yusen Kaisha liner Kaga Maru arrived in port this morning about 8 o'clock and left again later for Seattle, after unloading two hundred tons of mixed freight. She reports having had a very fine trip, and although she started two days late she came in almost on time. By getting away quickly from this port she was enabled to make up another half day.

About five days out from Yokohama rough weather was experienced which made the passage very favorable, except that the temperature was rather low.

There were but four passengers for this port and these were Japanese. Three of these, a woman and child, and one man, were returning from a visit. This is a clear indication that the emigration from Japan to this country has been stopped.

The Kaga Maru was filled to the hatches with freight and also carried a full list of passengers. She brought 4,500 tons of mixed goods in all, the most valuable part of which was a shipment of 1,800 bales of raw silk, valued at \$400 dollars in gold per bale. This will be all shipped to the east. The freight that is going to Vancouver was unloaded here and taken over to the Terminal City by the steamer Otter.

Word was brought by passengers on the liner of the depression in business in the east. Hundreds of firms have failed during the last few months and business is almost at a standstill. This is particularly noticeable at Singapore at the south end of the Malay peninsula. There the chief industry of the people is tin mining. The mines are conducted largely by Chinese and

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## "UNWRITTEN LAW" FAILS.

Indemnity, Kas., Oct. 16.—The jury in the case of Henry Behner, charged with the killing of Tobias Sawyer, whom he suspected of ruling his daughter, returned a verdict here yesterday of guilty of murder in the first degree. This carries with it a life sentence. The girl, who was 16 years old, had worked as a servant in Sawyer's home.

## SEARCH FOR BODIES OF WRECK VICTIMS

### Efforts to Recover Remains From Submerged Barque Prove Unsuccessful.

News that further efforts to recover bodies of victims of the wrecked canner barque State of Oregon had been made every effort to find the bodies, but there was such a heavy swell that it was impossible to accomplish their object. They returned to Shakan, where Capt. A. J. Jensen, of the Cottage City, heard their story.

A ghastly scene was presented to the two searchers, for they state that they could plainly see the bodies of three men in the water, but from the shore. At low tide the heads of the corpses showed above the surface. It was evident that the bodies were wedged in wreckage. The men made every attempt to disentangle the remains, but on account of the heavy surf they had to return unrewarded. They report that two of the corpses are those of Chinamen and the third that of a white man. Whether it is Norman Hawkins or not they were unable to learn.

The Cottage City came from Skagway, via ports, with 308 passengers, of whom 126 were from the Vancouver thirty-one first-class and sixty-eight second-class embarked. Among the passengers were many well known operators and business men. The freight that is going to Vancouver was unloaded here and taken over to the Terminal City by the steamer Otter.

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## FIRST SEALER RETURNS HOME

### SCHOONER JESSIE ARRIVED LAST NIGHT

#### More Skins This Season Than Have Been Taken for Many A Year.

(From Friday's Daily.)  
The first of the Victoria sealing fleet of schooners to arrive this season from the sealing grounds is the Jessie, in command of Capt. Voss. She came in to the harbor last night bringing 341 seal skins and five seal otters, making a total of 471 skins for the season. The Jessie left Unalaska homeward bound on October 2nd, making a pretty good run south.

The schooner had been out eleven months, leaving Victoria on the 21st of November last year, and, after a trip south, shipped 130 skins in from Banfield Creek. Then a search was made for sea otter, but the weather was too rough to make the hunt successful. Only four were captured, but they were good ones. The search for otter made the schooner late on the sealing grounds in Behring sea.

The Jessie spoke some of the other boats of the fleet, and from the information gathered it is probable that the total catch of the eight Victoria boats will total in the neighborhood of 4,000. This is about double as many as were caught by twelve schooners last year. The biggest and best catch of the season was that made by the Thomas F. Bayard, owned by Thomas Stockham and others. This boat succeeded in killing 28 sea otter, one of the best catches of these valuable animals that has been made for many a year. Besides these the schooner took 710 seal skins. According to the present prices of the skins this will be a very profitable venture.

The following is a list of the catches of the different schooners as reported by Capt. Voss: Thomas F. Bayard, 710 seal skins and 28 sea otters; Markland, 810 seal skins; Libbie, 633; Jessie, 471 seal skins and 5 sea otters; Allie I. Alger, 455; Umbrina, 360; Dora Stewart, 340; Pescaha, 100; total, 3,865 seal skins and 33 sea otters.

The Jessie reported that the Japanese sealers, although able to approach near the rookeries, and also allowed to use guns instead of spears, were not able to secure as many seals as were the Victoria boats. They did not seem to be as good hunters. One of these schooners, the Isoko Maru, was spoken, and reported 340 skins. There were 26 Japanese sealing schooners in all in Behring sea.

GETS TWENTY YEARS.  
Kamloops, Oct. 15.—At Kamloops assizes Martin Andrew, convicted of manslaughter, was sentenced to twenty years' imprisonment.

G. Sando, for shooting with intent to kill and for carrying a dangerous weapon, was sentenced to two years and six months in the penitentiary on each count, sentences to run concurrently.

TRAFFIC INCREASES  
RAPIDLY IN B. C.  
Gen. Superintendent Busteed Says Crops Have Marked Effect on Business.

(From Friday's Daily.)  
F. F. Busteed, of Vancouver, general superintendent of the Pacific division of the C. P. R., is in Winnipeg conferring with the local officials.

"Everything is progressing rapidly in the coast province," said Mr. Busteed, "and traffic is now very heavy. The good crops in Manitoba and the western provinces are, of course, responsible for it all, not that there is much wheat moving in the coast province, but because the good crop in Manitoba has restored a feeling of confidence. The lumber traffic is particularly heavy for this season of the year and all the mills are beginning to receive larger orders. Heavy shipments are being sent to the consumers in Manitoba and Saskatchewan. The tourist traffic is, of course, over, and in this department the year's business was well pleased. All through the summer months the travel was heavy and thousands of people visited the famous resorts in British Columbia."

STRAWBERRYVALE HAPPENINGS.  
Strawberryvale, Oct. 16.—Mr. Steedman, who came from Saskatoon, will soon begin operations on his property, lots 10 and 11, Stronness sub-division, recently sold by McPherson to Pullen. Mr. Steedman has an ideal location on the water front overlooking Portage Inlet, a sheltered and fertile spot.

A. H. Pease is building a new house on his property, besides making many other improvements.

Mrs. Averill, who has been seriously ill for a week at the Jubilee hospital, is now recovering.

Piedmont is spending the week with friends at Duncan.

The recent rains have been very acceptable in the locality, starting the grass and putting out fires.

Steve Jackson will soon have his new house completed, by Messrs. Burnham & Wright.

Mr. Holmes, of Burnside road, has begun his greenhouses.

More building has been done during the last six months than in any six previous years, which speaks well for the growth and enterprise of the district. A residential suburb within easy distance of Victoria, a more pleasant and beautiful spot than Burnside road and Strawberryvale district cannot be found. It offers many advantages to the incoming settler looking for a comfortable home. In the valley district land is sold at \$100 an acre, and market gardening, excellent fruit, abundant fuel, and, above all, a delightful climate, and good roads.

GIVES BLOOD TO SAVE BOY.  
Chautauque Volunteers to Transfusion to Aid Injured Lad.

New York, Oct. 15.—Frank Middleton, a chauffeur, responded to a hurry call from Bellevue hospital and offered himself as a means of saving the life of John Denison, thirteen years old, whose leg was to be amputated, but had not sufficient blood to stand the operation. Transfusion was successfully performed and Middleton is eating heartily, while the boy is stronger than ever.

Middleton was talking to the clerk at the cigar counter in a Seventh avenue hotel when the telephone rang and a request was made for a willing subject for transfusion. Many men offered at first, but when they learned that they must give up their blood the volunteers vanished. Finally three men beside Middleton went over to Bellevue, as soon as Middleton was seen he was selected.

The transfusion was performed by opening a vein in the boy's right arm and an artery in Middleton. These were stitched together for nearly four hours. The blood from the artery pumped its way into the boy's vein because of its superior force. John Denison will have his leg amputated as soon as Frank Middleton's blood gets him in complete good shape.

## MISSIONARY CENTENARY.

New York, Oct. 16.—The American board of foreign missions in annual convention at Brooklyn yesterday afternoon decided to hold its annual convention next year in Minneapolis and to celebrate in Boston in 1910 the centennial anniversary of its foundation.

## BRISK BIDDING FOR CRESTON FRUIT LAND

### Valley Ranchers Buy Up Acreage in Fertile Kootenay District.

Creston, B. C., Oct. 15.—When Auctioneer C. Waterman, of Nelson, began the auction sale of British Columbia fruit lands in the Creston valley, he was faced by an audience of 500 prospective purchasers. But the hall, the largest in Creston, would not accommodate the crowd. Outside a large concourse was unable to obtain admittance. The bidding was so brisk that proceedings were kept on the ground of an open window at the rear of the hall, from which the auctioneer called everything.

Creston is full of visitors from all parts of North America. All the principal fruit growing centres of the great west have their representatives here.

In open competition at the mart local men outbid the speculators from the territories. It was a revelation, because local men who are making a success of fruit culture planked down their wealth and by their action instilled into the minds of the visitors their sound opinion of the glorious Kootenay, and Creston in particular.

Four-fifths of the land offered, was secured by the local ranchers. Many private sales have also been made.

CANNERIES CLOSED.  
Steamer Venture, which arrived yesterday and left again last night, brought down 11,000 cases of salmon from the North as well as a full list of passengers. She made a fair trip, but having to call twice at Bella Coola and Kimsquit delayed her considerably. Robert Johnson, manager of the Beaver Cannery at Rivers' Inlet, was a passenger, as well as his wife and two children. Mr. and Mrs. Jacobson, of Bella Coola and a number of other passengers, landed here.

The steamer brought 150 Chinamen from the canneries in the North which have all closed down for the season. There are still many cases of salmon to be carried south.

MALLWYD SHOT.  
Aged 13 Months, at Work on Point, owned by T. P. McConnell.

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