# WILL BUILD

Lowest Tenderers for Navy Construction Select St. John Next Sydney, Others Halifax and Montreal

The Railway & Marine World, of Toronto, in its September issue says: "The government has received eight tenders for the building of vessels for the Canadian navy. Of the chief firms tendering, it is reported that Cammel, Laird & Co., were the lowest, and stat ed that its plant would be located at St. John, N. B. Swan, Hunter & Wigham Richardson, the second lowest tenderer, named Halifax, N. S., as their proposed location; the Britsh Canadian Shiphuilding Co., of which Sir Henry M. Pellatt is the head, named Sydney, and Vickers, Limited, named Montreal.

There was no reference to the Pacific Coast in any one of the eight tenders, and the Ottawa government betrayed no intention of any intimation of the desirability of constructing the vessels for use on the Pacific on this coast. In a further reference the Toronto

publication said: "In referring to the proposal of Cammell, Laird & Co., naval contractors, of England, to establish dock and shipbuildng works in Canada. the Canadian Gazette of London, England, stated, August 10: "To this firm has fallen the high distinction of receiving from the Canadian government the contract to build the fleet of war vessels which the Canadian authorities have decided to construct." Among the tenders recently sent in for the construction of the proposed vessels, it has been stated that Cammell, Laird & Co.'s was the lowest, but on August 28 we were officially advised that the contract had not been awarded.

An idea of what chance the shipbuilding yards of this coast have in the matter of selection of location for the construction of vessels on this coast may be formed from the above, and yet Mr. Templeman, speaking recently to the electors of Esquimalt said the matter was not yet closed and it was still within the bounds of possibility that one of more of the warships would be built on the Pacific coast, probably at Esquimalt. Those who heard him knew that when he spoke there was under construction at the yards of the Collingwood Shipbuilding company in Ontario a lighthouse tender, the Estevan, intended for service in the coast waters of British Columba, and they knew of the heavy cost entailed in bringing a steamship around the continent, a cost enter ed into rather than construct vessels in the waters of British Columbia where they are to be used.

"A Settled Fact The newspapers of St. John, N. B. in their references to the construction of the Canadian navy consider it a settled fact that the city in whch they are published has been selected for the location of the shipyards in which the whole flet will be constructed.

Mr. Templeman said it was within the bounds of possibility that one or more of the warships for the navy would be built on this coast. The possibilty is remote in the event of the Liberal government being returned to

The construction of warships at Esquimalt would entail the location of big shipyards which would employ at the lowest estimate 2,500 men and probably as many as 4,000, with a daily wage bill of from in the neghborhood of \$10,000 to \$16,000. The employment of the big dinner-pail brigade necessary to construct warships would result in the upbuilding of Esquimalt and would add to the business of Victoria considerably. It would mean the support of about 15,000 people, Not only would Vitcoria and Esquimalt benefit to this extent, but many local industries would be established, notably the development of the iron resources of Vancouver

#### LINE VIA PANAMA

IS IN PROSPECT

Big Steamship Company Formed Place Fifteen Steamers on Coast

to Coast Run.

TRENTON, N. J., Sept. 8 .- Announcement was made yesterday of the incorporation of the Atlantic & Pacific Transport company of New Jersey, with an authorized capital of \$15,000,000. The headquarters of the proposed company is to be at Baltimore, with branch offices at the principal seaboard cities on

the Atlantic and Pacific coasts and the The incorporators are B. N. Baker. James S. Whitely, C. G. Heim, A. B. Harrison of Baltimore, former president, vice president, treasurer and secretary respectively of the Atlantic Transport company, and Adrian H. Boole of Washington, formerly of the Wilson Steam-

ship lines of Hull, England. The announcement given out by the company states: "The company has been formed to bid on the ocean mail services now being advertised for by the postmaster general, which call for weekly service between New York and Colon; New Orleans and Colon; San Francisco and Panama, and fortnightly between Seattle and Panama, and it is proposed to establish and maintain these ocean routes and to extend the service through the Panama canal from

The company, according to its an nouncement, is planning the construction of 15 speedy steamers that will embrace the latest developments in ocean comfort and luxury and comply with all the requirements of the ocean mail

According to the terms of the incorporation "no person shall be eligible as a director who shall be a director in or an officer or agent of any corporation or association engaged in any competitive transportation business." and sheep, 65 points; prize \$8

the extension of its operations will include a service from Portland, Me., Bos ton, Philadelphia, Baltimore, Norfolk, Jacksonville, Key West, Mobile and

### Galveston, through the canal to Pacific Coast ports and vice versa. EIGHTY-ONE DROWN

Steamer Lucapel Strikes Unchartere Stretch of Book on South American Coast—Sixty Saved.

IN CHILIAN WRECK

LIMA, Peru, Sept. 8 .- The Chilean steamer Lucapel has been wrecked and is a total loss. Eighty-one persons were drowned.

The Lucapel grounded on an uncharted stretch of rocks 20 miles north of Quiloa, several hundred miles south of At the time a heavy fog prevailed. Latest advices confirm that the vessel is a total loss. Among the 81 drowned was the captain of the steamer. Sixty persons were saved and are now on their way to Callao on the steamer

The steamer Lucapel was engaged in trading on the west coast of South America. She was of 912 tons net and was commanded by Capt. Marrow.

### FOREST PROTECTION ALONG RAILWAYS

Result of Application for Establishment of Fire Patrol System Made in Behalf of Government

Mr. H. A. Maclean, K. C., formerly deputy attorney general for British Columbia, has just returned to the capital from Vancouver, where he has been appearing in behalf of the province before the railway commission, in connection with an application having an important bearing on the protection of the timber areas of this country from bush fire waste. As a very large percentage of the forest fire loss of British Columbia is attributable to sparks from locomotives and the operation of railway trains in general, it is being urged upon the railway commission by the forestry branch (for whom Mr. Maclean has been acting), that systematic patrol of the railway lines should be made obligatory by the commission which virtually controls all railways now operating in British Columbia

The experience of the other Canadian provinces was cited by Mr. Maclean as indicating that the only way by which an end may be made of railway line fires is by the establishment and mintenance of patrols behind each train A rule of this nature has been found in Ontario to work out most advantageously in practice; and in that province during 1909 no fewer than 187 fire wardens were thus employed during the danger season, at a

cost of \$66,172, which amount was sub-

sequently proportionately refunded by

the several companies. The Ontario practice is to assign two miles, these following up all trains. Here in British Columbia, it is contended, there is especial necessity for a similar patrol along the railways, our dry season being a long one, our forests large and valuable, and the percentage of fires attributable to railway locomotives a very appreciable

factor in the total. A suggestion by Chairman Mabee of the commission that the railways were probably held blameable for more than their due share of forest destruction was promptly answered by Mr. Maclean from the recorded statistics.

The final outcome of consideration of the application and related questions was a request from Chairman Mabee that the provincial authorities present in concrete form their proposal as to the amount of patrol necessary and requisite along the various railway lines in the province, at the same time drafting and submitting recommended regulations and describing the areas to which, in the opinion of the province this patrol system should apply.

The forestry branch has already be gun the preparation of this important nemorandum, and upon its receipt. copies will be furnished to each interested company and the railway commissioners will hear what they have to say upon the proposals advanced and the regulations submitted. Direct and specific investigation by the commission will follow, if there is as it is most probable there will be any conflict of view between the province and the roads, and on the strength of their investigations the commissioners wil subsequently issue regulations governing all phases of the matter, which regulations will have the full force and effect of law.

### LIVE STOCK PRIZES

Department of Agriculture Announces Awards at Provincial Fair

The results in the livestock judging ompetition conducted by the Provincial Department of Agriculture for prizes donated by the British Columbia Stock Breeders association in the horse show building here on Wednesday morning last, have just been announced and are in abstract as follows:

Section 1, For Those Over 21 N. Grimmer, Pender Island, D. cattle and swine, 180 points; prize \$12. E. G. Palmer, Norwich, Ont., D. cat. tle and swine, 160 points; prize \$10. P. H. Wilson, Chilliwack, D. cattle and sheep, 153 points, prize \$8. W. Banford, Chilliwack, D. cattle and

swine, 115 points; prize \$6. Section 2, For Those Under 21 W. Dickie, Colony St. Farm, heavy H. & D. cattle, 120 points; prize \$12. A. McAllister, 1021 Eveleigh street, Vancouver, heavy H. and D. cattle, 115 points; prize \$10. P. Grimer, Pender Island, D. cattle

## TO BE PROPLED

Report on Country Lying Between Hazelton and Fort George as a Region for the Agriculturist

An interesting report as to the extent and suitably for agricultural purposes of the large area of country lying between Hazelton and the Fort George country has just been made to the department of agriculture Messrs. Weir and Whyte, who this summer traversed the regions in question, conferring with the scattered set tlers as to the best varieties of cereals. roots and fruits for planting with prospect of success, and incidentally investigating conditions generally for information of the department and of prospective settlers.

The two special representatives of the department left Vancouver on their mission on the 1st of May last, continuing in the field until the 27th ultimo, and meanwhile covering no fewer than-1,200 miles on horseback, inclusive of side trips. Their tour took them all through he valley of the Upper Skeena, the Kispiox district, the Bulkley valley, the Morice river valley, down thence to the head of Francois lake, the country tributary to which both north and south was carefully examined, on to Burn lake back to Ootsa and Chaslatta lakes from there to Fraser lake and the dis trict contiguous, and through the surveyed townships of the Nechaco, from which they crossed to Stuart lake and Fort St. James.

It was found that from Hazelton through the Bulkley valley the country is more closely confined by the moun ain ranges, while the country otherwise widens to high rolling plateau land, the characteristics of the entire area being those of a mixed farming country, not especially adapted to dairy ing although the keeping of a number of cows would naturally form part of the policy of settlers engaged in what is termed mixed farming. The temperature of the country traversed varies considerably, according to its especial location, while the rainfall generally is light. At Fort St. James, the only point at which record has been kept of thermometer readings and precipitation year by year, the rainfall was given as but sixteen inches for the year. In parts of the territory visited, irrigation will in process of time prove profitable; meanwhile the policy of the settlers should be to get their ground in the best possible condition and conserve

the rainfall by simple measures. As yet there is but a handful of settlers in the district in proportion to the number for which it is capable of providing profitably, some 160 pioneers all being visited during the tour.

Messrs. Weir and Whyte do not look upon the country which they have just visited as likely to prove valuable for fruit growing on any large scale, although the settlers may succeed in raising fruit enough to provide an agreeable variety in their own foodstuffs, by planting hardy varieties and giving them especial care and protection from the frosts. Cold, frosty weather follows so quickly upon the September rains that it is peculiarly trying upon the young trees; while during the spring months of April, May and June, the days are warm-starting the flowing of the sap -and the nights exceedingly chilly, another circumstance which must afford the orchardist considerable anxiety.

Turnips, carrots and other roots grow famously, and while beets, mangoes, etc., have hardly had a fair trial as yet, it is believed that these will also do well. The settlers at all events will experience no difficulty in growing sufficient roots for the winter feeding of their cattle, an important consideration. In all parts of the territory there appears to be an abundance of water, although the spring-fed reeks are not numerous. The country, too, is but lightly timbered and therefore easily cleared. The investigators estimate the cost of clearing at from but \$20 to \$150 per acre, from \$50 to \$60 being a fair average. The forestation is principally poplar, spruce and jack-pine, with some Douglas fir along Fraser and Stuart lakes and through

the Nechaco valley. All through the plateau land, the ardier cereals should grow well, and there will be a market for the crops in the new towns which are certain to spring up along the line of railway. Small fruits, too, grow well in the Hazelton district, and for these market also must prove extensive and profitable.

At present, owing to lack of trans ortation facilities, the cost of living in the district is exceedingly high, everything having to be packed in either from Hazelton on the one hand or Quesnel on the other. The standard price of sugar, beans, rice, etc., in the interior, is thus twenty cents per pound; and that of ham, pacon, etc., thirty-five cents, with flour quoted at \$11 per hundredweight. Fort Fraser, situated midway between the two supply bases, represents the price summit of the country, twelve cents per pound being the charge for packing from either direction.

Certain of the settlers have shown rare ingenuity in circumventing the high packing costs, as is the case of one Nechaco colonists, who has made a practice of getting in his seed oats by parcel post, postage on his five-pound packages being but six cents per pound, whereas if brought in as freight his oats would cost him double that sum in transportation charges. Last season this one ingenious settler received by mail no less than five hundred pounds of oats, to the infinite disgust of the mail carrier, who happened also to be

the common carrier. This season witnessed the importation of the first self-binder that has been seen in the district, it having been introduced by "Billy" Milne, the operator at Stoney Creek, who cultivates a field of twenty-five acres as a sideventure. Naturally the modern implement excited the markedly curious

nterest of the Indians, who had never seen such a piece of machinery before. These natives, by the way, are not et convinced that the rallway through heir country is to be an actuality. They have experienced various rushes, during which their land has been filled for a time by white men. But these have faded away, and the white men have left the land again and again to its original inhabitants. First came the builders of the old telegraph trail, which was to give the world wire communication, by way of Alaska and the Behring Straits. Upon completion of the Atlantic cable this undertaking was suddenly abandoned—and the Indian have still the great reels of abandoned wire, which they find useful in various structural enterprises. The Ominec and the Klondike rushes also paid tribute in abandoned freights-and the Indians are expectantly waiting for history to repeat itself, the contents of the railway camp storehouses eventually to be theirs upon the departure of the white men and the relapse of the land once more into its primeval tran-

Of even greater interest to the local Indians than Mr. Milne's self-binder. was a drove of sheep imported via Chilcotin this season by the hotel proprietor at Aldermore. Sheep, had never been seen in the country, before, and many and learned were the aboriginal theories concerning the animals and their habits. The importer had the good fortune to get through his band of 125 sheep with a loss of only one, Mutton is now in demand at Aldermore at fifty cents a pound.

### ANNUAL MEETING OF ASSOCIATION

Important Matters in Connection with Victoria's Exhibition are Dealt With-Horse Races and Dates Discussed

A number of important matters, apart from the election of officers for the ensuing term, were dealt with at the annual meeting of the British Columbia Agricultural association, held yesterday morning, in the women's building, on the exhibition grounds. Perhaps the most notable debate was with regard o the advisability of continuing a norse race meet as a feature of Victoria's fair. There was considerable diversity of opinion, but the majority de cided that this popular form of sport was essential, if the event was to be made a success in all respects. The association also put itself on record as being favorable to the introduction o the pari-mutuel machines. Dr. Tolmie the president, occupied the chair and Mr. George Sangster performed the sec-

retarial duties. The first business was the election of officers, and in the selection of the president and secretary for the new term, the unanimity and enthusiasm with which Dr. Tolmie and Mr. George Sangster were re-elected, was a feature. The others chosen follow Patron, His Honor Lieut, Governor T W. Paterson; first vice president, H. D. Helmcken; second vice president, F. G. Quick; third vice president, A. O. Paterson, Ladner: fourth vice president, J T. Maynard; fifth vice president, Mrs. A. G. Richards; executive committee Dr. S. F. Tolmie, H. D. Helmcken, Geo. Sangster and the two representatives

of the city council yet to be appointed. Some discussion took place as to the most suitable dates for the 1912 exhibition. Opinion was divided as to the wisdom of bringing it on as early as this year, a number arguing that the show suffered as a result in its agricultural departments. Others pointed out the many advantages derived through the present arrangement, two of the most important of which are that it enables the island board to work in conjunction with that of Vancouver and that the chances of obtaining fine weather are a great deal better. nally it was decided that the matter would be left in the hands of the president and secretary.

The perennial debate on horse racing and its alleged attendant evils then took place, being precipitated by a resolution submitted by one of the directors, providing for this attraction next year, and specifying that the pari-mutuel machines should be used in connection therewith. A strong faction supported this proposal, their argument being that the so-called immoral influence of these speed trials among the trotting and running horses of the Northwest, was purely mythical. They also contended that the meet was necesary if the show was to be made the financial success which all Victorians so heartily desired. A number of others could not see eye to eye with those endorsing the mo tion, and introduced an amendment proposing that no betting whatever be allowed. The original motion on a vote being taken carried by a comfortable

A motion was submitted by Messrs. Bishop and Quick, with respect to the registration of veterinary surgeons. It explains itself, and is as follows:

"That this meeting endorses the action of the B. C. Veterinary association in their movement to secure such amendments to the present act as will place it on a workable basis, and cause all the veterinary surgeons practising in British Columbia, to register in the associations, thus ensuring a reliable and efficient veterinary service for the stock owners in this province." This

was carried unanimously. The question of fixing the price of admission for children for ensuing shows, and a proposal that a dog show be held in connection with exhibition hereafter, were left with the executive for decision. It was agreed that the city should be asked for an appropria tion for the re-grading and the general improving of the grounds.

Votes of thanks were tendered the Daughters of Pity for their efforts in way of providing entertainment, and to the officers of the association as an acknowledgment of their work in hehalf of the fair. The meeting then adjourned.

## IN VOTERS' LISTS

Coming Election will see by Far the Largest Vote in the History of the Victoria Riding -Many Names Added

Compared with the last provincial elections the number of names of electors upon the lists today is 8,400 as against 8,005 in 1909. At the general elections in 1908 the names of those entitled to cast their votes numbered 6,665 and the total vote then polled was 4.429. Since the provincial elections of 1909

some 2,000 names were struck from off the lists and about 2,400 added In the revision of the lists made n May last 1,500 names were added, while in May of last year 500 additional names were put on the list. Mr. W. H. Price, honorary secretary of the Victoria Conservative Associa-

tion, estimates that there will in all lkelihood be 6,750 votes polled at the forthcoming Dominion election in this constituency.

#### PRIZE POTATOES

British Columbia to be Represented at Exhibition in New York

The department of agriculture has decided to make a provincial display at the forthcoming notable exhibition at the Madison Square Gardens, New York -this being the first occasion which British Columbia has thus beer represented at a New York exhibitionand enter the competition with all Am erica for the Stilwell trophy and \$1000 prize for the best collection of potatoes. Mr. Asahell Smith of Ladner, known throughout the lower mainland as the Potato King, has been appointed to collect and prepare the representative provincial exhibit, in which all the various potato-growing sections of British Columbia will be adequately represented. In Mr. Smith's opinion, British-Columbia stands an excellent chance of winning the coveted trophy as well as of obtaining the widespread and beneficial advertising which must accrue from representation at the great New York

#### POULTRY INDUSTRY

New Style of Brooder Will It Is Believed, be of Great Benefit

Poultry men have been deeply interested in a new style of brooder which is exhbited by Major H. F. C. Taylor of Cadbora Bay, its inventor, at the Provincial fair. Major Taylor is so thoroughly convinced that he has something which when more generally known will be in heavy demand, that he has prepared for the establishment of a factory. He says that hitherto all brooders have been constructed on the principle that chickens require a flannel cloth on their backs to take the place of their mother's feathers. This idea he declares is entirely fallacious; in fact his contention is that through this system the little ones are deprived of oxygen, which is the primary essential of all life.

His device in brief, entirely does away with the blanket, and provides for sufficient artificial heat, with plenty of fresh air. Many of those interested have examined the invention, and the belief is generally expressed that it is likely to revolutionize the poultry industry on Vancouver Island.

#### B. C. FRUIT EXHIBIT

The British Columbia touring fair exhiit which has been so conspicuous and aluable a feature of this season's au tumnal shows in the prairie provinces has reached Toronto, where at the exhibition which opened on the 26th ultimo, it was reported to have made a most favorable impression and is proving an advertising factor of marked advantage to British Columbia.

Concerning the displays made at Edmonton, the "Bulletin" of that city says: The British Columbia fruit exhibit, ocunving liberal space in the horticultural building at the Edmonton fair, attracted much attenion and proved worth going a long distance to see. The exhioit was put up by the agricultural department of the British Columbia government and was in charge of W. J. Brandrith, assisted by Harry M. Johnson. As evidence of the enduring qualities of British Columbia fruit, with the exhibit is a box of Yellow Newton and Mann apples packed on October 10, 1910. over ten months ago, repacked July 6. 1911, shipped to Winnipeg and exhibited there during the fair, and then brought to Regina, Brandon and Edmonton. The apples are still in an excellent state of preservation and will be taken to the Toronto Fair. They were grown in a Coldstream orchard and kept in an ordinary cellar through the winter and spring. In the exhibit are also blackberries, grown in the Fraser valley, Olivette cherries, Wolf River Apples, cuumbers, tomatoes, black currants and peaches grown near Nelson; peaches plums, yellow transparent apples, Duchess of Oldenburg apples and other fruits grown at Summerland. Then there is fruit, including pears, from Armstrong, Salmon Arm, Kaslo, Westminster, Hyslop crabs from Salmon Arm, and honey from Port Hammond. With the exhibit are 200 bottles containing choice fruit of all kinds that grow in British Columbia."

#### GOVERNMENT GRANT FOR HORSE SHOW

Provincial Aid to be Extended Towards Event to be Held in Spring \$4,000 is Figure Named

That Victoria, as well as the sister city of Vancouver, will next spring enjoy the thrills and prestige attaching to a comprehensive and well conducted horse show, is now virtually certain, the suggestion that such an event be undertaken upon a truly adequate scale

naving met with marked favor in the culture, who has volunteered such a generous measure of assistance that the success of the project already is assured. In opening the horse show in connection with the present exhibition on Wednesday evening last. Hon. Mr. Elitson pointed to the signs on every hand of Victorials. hand of Victoria's substantial and rapid growth and development, particularly referring to the widespread beneficial result which must accrue from the construction of the 40 miles of street paving new under way and in which the citizens are showing their confidence in Victoria's future by investing upwards of a million and a half of dollars. Speaking more directly of the horse show and its results, the minister remarked that, inasmuch as such a show is now made an annual spring event in Vancouver and the government grants \$4,000 yearly towards the assurance of its success, a similar neasure of provincial aid would be extended to a Victoria spring horse show if it were decided to hold one. Needless to say, the remarks and offer of the honorable gentleman were received with manifest gratification, and the generous promise evoked hearty and long-continued applause.

### NEW GAME BIRD FLOURISHES WELL

Hungarian Partridges Reported to be Multiplying on Island -Hunters Should Help in their Protection

Now that the opening of the shooting season on Vancouver island is close at hand, it is very much in order that a note of warning be sounded for the benefit of hunters none too experienced in natural history, lest in all innocence they direct their guns against the Hungarian partridges, now just beginning to flourish and multiply in the surburban districts adjacent to Victoria, mistaking them for quail.

The partridges are of course specially protected, and it is the duty—as it should be the pleasure-of all good sportsmen to do all within their nower to see that this protection is strictly respected These fine game birds are introduced

the purpose of recruiting and improving the game bird asset of Vancouver island by the private enterprise of Mr. A. E. Todd and his brother, Dr. J . Todd, who released a large number of sturdy birds on this and adjacent islands during 1908 and 1909. During the former year the Messrs. Todd imported and released a total of 449 Hun garian partridges, distributed as follows: Cowichan district, 22; Tod Inlet, (Saanich), 15; Sidney island, 32; Oak Bay, 73; South Pender Island 23; Salt Spring, 24; Colwood, 43; James Island, 72: Sooke Lake, 49. During 1909 a further consignment of 282 birds were released, to recruit the stock in the several districts named.

# MANY MORE MEN

Present Number of Laborers will be Greatly Strengthened to Expedite Work Now Under

With civic works piling up and the need of more laborers felt to complete the works now under way in order that the paving work being proceeded with may be carried out without delay, a large addition to the present civic list of employees will be made by the city engineering department. Complaint has been made that the preliminary underground work has been delayed with the result that the paving contractors, the Canadian Mineral Rubber company, have been unable to proceed at the rate which they first promised the city would be maintained. In consequence a special effort will be made to keep the

city work ahead of the contractors. At present there are about 600 men engaged upon sewer construction, none of these being engaged upon the extensions recently authorized by the ratepayers under the bylaw passed to construct a new sewer system in the northeast and northwestern sections of the city. It is proposed to increase this number to 1,000. The surface drain work, too, requires expediting. and to provide for this the employees on that particular work will be in creased from 300 to 500. The present civic force employed is

larger than at any time in the history of the city and with the additions con templated will easily establish a record for Victoria. The number of men engaged on sidewalk construction is about 140 while on maintenance some 60 are at work. In addition the waterworks department is employing about 400 men. In all, when the contemplated additions are made, the city will be employing in the neighborhood of 2,100 men, which means a payroll never hitherto equalled in this city.

#### Prayed Over Verdict.

CHESTERFIELD COURT HOUSE, Va., Sept. 8.—Twelve Virginians, mostly farmers, knelt at dusk tonight in the bscurity of the small jury room of Chesterfield court house, prayed fervently that they might pass judgment aright on Henry Clay Beattle, Jr., indicted for the murder of his wife, arose from their knees, deliberated nearly an hour and silently one by one, recorded a verdict of guilty of murder in the Arst degree. He is sentenced to be electrocuted on November 24th.

# FOR EMPRESSES

Design of New Transpacific Liners for C. P. R. Shows them to be Most Modern Vessels

The new Empress liners being constructed for the transpacific service of the C. P. R. will be the first th funnel ocean liners on the Pacific steamers, which will have capacity, 1,300 passengers, will be delivered in January, 1913, and will start from to Clyde, via the Suez to the Orient start their service from Hongkong. T Empress Van Horne, as the first is to be called, and her sister liner, will be peed of eighteen knots, and this speed maintained between Yokahama and Vi toria, would allow of the passage being made in nine days and 18 hours and minutes. The record for the run nor is ten days, ten hours, made by the En press of Japan eleven years ago. The new Empresses will differ in appearance from the Atlantic Empresses, having two pole masts and three funnels. The clipper bow of the present Pacific F presses has been done away with. The will have seven decks and will be mod ern in every respect. The plans show a cruiser stern.

#### TELEGRAPH LINE CONNECTS STEWART

News From Portland Canal City Further Strikes in Mines of

The Stewart Land Company yester. day received a telegram from its Ste art office, sent over the telegraph which has just been completed to t future ocean terminus of the Cana-North Eastern railroad at the head Portland Canal. The telegraph also brought news yesterday other rich strike in the Red Cliff n where high grade copper ore has bee run into and is now the full width the drift. In the upper tunnel ti miners have struck rich ore shows on the surface 300 feet higher up the mountain. The Portland ('ana mine companys' concentrator is w ing full blast and a shipment of tons of concentrates has been shipped to the Tyee smelter on the stea.

Capilano. The work of the past month has done much to demonstrate the exten and value of the new ore shoot recent ly encountered in the crosscut f the No. 4 drift. This shoot, which runs parallel with the drift and about 51 feet from it towards the hang wall, has been opened up for tance of 30 feet and about ore extracted, the face sin feet of solid ore averaging \$20 in gold. silver and lead. The face of the drift is now being carried towards the hang ing wall and should intersect the sho within a short distance; drifting the ore towards the north will then continue and crosscuts run from drift towards the south, fifty feapart, thus determining the extent of the ore shoot.

#### PROVINCIAL LIQUOR LAW Important Decision Handed Down by Penticton Magistrate

An important decision under the Fre vincial liquor law has recently be handed down by Magistrate Guerns of Penticton, in convicting Mr. Louis De Gero, proprietor of the Pentic Mercantile Store, of illegally supply to an Indian named Eneas an intox cant in the particular form of seve bottles of a so-called temperance dec tion known as Schlitz Fizz. Evider as to the intoxication of the nat was furnished by the arresting offi who also deposed to having purcha some few bottles of the liquid from defendant, drinking one bottle on premises and finding it exhilirating alysis showed a small percentage of cohol. The defense was that the Sch Fizz had been purchased from the H son's Bay Co. under an assurance t it was a non-intoxicant and was co monly sold at soda water fountains in other similar places of refreshi in Vancouver and throughout the vince. Since the liquor law does specify any percentage of alcohol contained in liquors which it is ful to dispense without a lice simply interdicts intoxicating and liquids of every nature. the Penticton magistrate no although an appeal has been tice of it is not thought that be pressed, the Attorney Gener partment having pointed out tive and direct nature of the section of the act. Under this vendors of Peruna and ented medicines containing alcohol at any time be prosecuted and conv

#### cense law. Elsa At Newcastle

for violation of the provincial liquor

The Norwegian steamship Elsa, wh steamed from Victoria, B. C., Ju arrived at Newcastle, Australia. terday. At Newcastle the Elsa will loa a cargo of coal for the Pacific Coast.

WINNIPEG, Sept. 7 .-- Ch arrested on Saturday forging and uttering street tickets, appeared in police co-He obtained a remand for The chief development in the the first is that Conducto through whom the first inithe forged tickets had bee has disappeared, presumabl the fear that it might be was implicated in the plot. state that there is no reason Krytzie with the forgeries, but surmise is offered as to the cause his flight, except that he had been afraid of arrest.

A movement has been inaugurated for opening of a road through the Pass of site Prince Rupert to Georgetown and to Port Simpson. It is stated that is an easy route, and a practically grade all the way.

How Alien Fish ing Depreda mon Fisher Coast

out on Swiftsu

territorial lin ish Columbia stocked with ception of sa et of motor ver island, many ching within n the eached the orning, with a ose harbor and tations, passed nena on Wed s surrounded sels, many of their cargoes of portion poached inside the three wer island to the ther was too fog essels inside t where a big fleet d on the last vo he whaling stati made to the loca sheries that the their depredation one vessel, the seized by the tug tered at the rate arry out the wor is lying at Esqui as been for two ally considered th

ervice nine years Evidence Mr. Templeman at Institute Hall the fishery prote ported to him the quoted Mr. Ledwe the whaler Germ was little poachin fishery official, w before as denying ing. Mr. Roby D others who were lands near Carms ry. They counted motor craft hover many of them torial waters of more than ten day sels were seen limit, and shortly were no less tha west coast bay.

tically abandoned

Some of those said yesterday the number of p on the last voy lookout when ne fog did not per seen inshore. ( the brig Margare more craft hove them delivering craft including auxilliary vesse of from 20 to 30 with big purse s these nets over scoop in salmon great detriment in British Colum age the Grey pa these vessels wh and a half from with the poache names were read covery and Pion seines were haul lowered from a scooped onto the

> Yet, although these vessels cr mile limit off the back over the li the Jolliffe is se sel is thereabou who if they are quoted by the T poaching is not i

Norton Griffiths for Breakwate

MILLIONS F

Hon. Dr. Pugs works, has anno B., that the con wharves and dry be awarded at t government." T fiths & Co. are St. John, N. B., "This firm ha

dock for

now in progress land. South Ame The proposed w dition to the br dredging, includ one of the large world, and the repair plant and cost will be bet 000,000. Edward engineer, a dry expert, is muc.

Possibilitie of u which has leer Brunswick in works at St. Joi with an Englis sidered this adva ship building a

tract for the co als should be OANFA END

W parks From F

Funnel line, Car