

Owned in Cook's Inlet

Resident of Victoria meets His Death in Alaskan River.

Prospecting For Gold Boat is Overtaken in Rapids.

As was received yesterday of the death of August last, of John Bradley, father of Mr. E. Bradley, city clerk, and a former resident of this city. The delay in the receipt of the news is accounted for by the fact that mail communication with the particular and precarious Mr. Bradley left Victoria about 8 or 9 years ago and has been in Alaska ever since. Mr. Bradley left his city for business as a commission merchant in his place of business on Yates street but previous to his departure he employed, first, of the late W. H. K. auctioneer, and afterwards was connected with the firm of Cowan, Shaw and A. B. Gray & Co.

Bradley associated himself with Hornborg & Co., Broadway, York, many years ago, and during the time of his sojourn in Alaska they jointly interested in the department of a large tract of land at Inlet, an arm of the Behring sea. The company had in view the colonization and development of their large possessions by Norwegian and Danish immigrants. The various colonies were about to be started in this manner. Mr. Bradley was in charge of the various labor during the time he had been directed to this end, and he was about to see the fruition of his hard labor and privation, when he was in a boating accident on a named after himself, upon which his companion had gone prospecting.

Particulars of the sad accident are given in the following letter, written by Bradley's companion on the ill-fated boat, and which, although written on the 28th of August, only reached Mr. Bradley in this city on the 15th of the month. The letter is for Bradley referring to some days there prospecting above the canyon, as the company did, it possible to have a placer mine. The day was bright and the water was to a pleasant outlet. As we were about to start, the water was high and the current was strong. We were about to start, the water was high and the current was strong. We were about to start, the water was high and the current was strong.

On reaching that place, I found owing to the heavy rains in the hills, the river was high and the current so strong that it was impossible to get up to the first grove of trees, and a rapid, about half to three-quarters of a mile long, was formed. We camped on the beach, but already afternoon, and we had long pulled down to go round. The wind blew down the canyon, but it was so high that we could not see the shore, so the men took bearings and we then returned to the boat, to remain longer, and started near Cove. Just below where we camped the river makes a sharp curve almost at right angles, and the current is thrown into this angle with force. As we were approaching it, the water was high and the current was strong. We were about to start, the water was high and the current was strong.

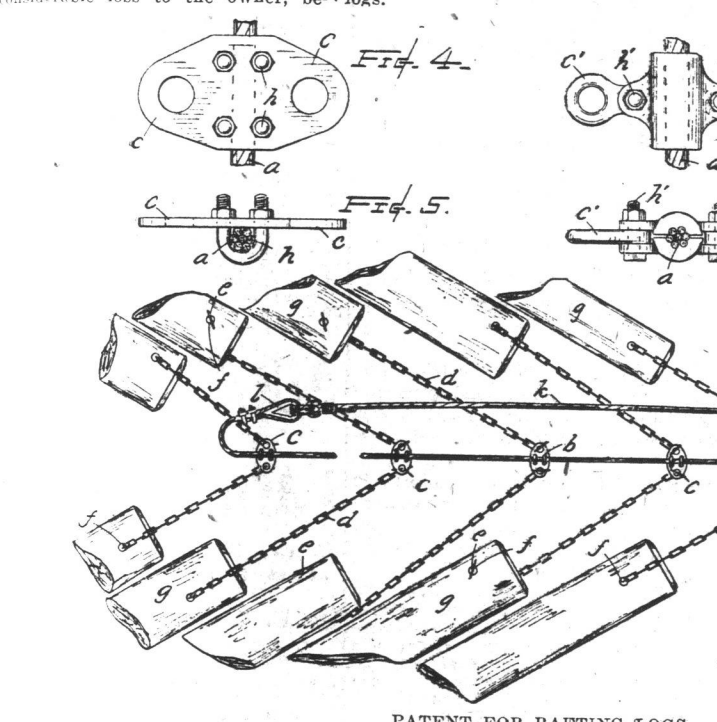
On Sept. 27—Sixty men employed in the jewelry factory of P. W. Co. went out on strike yesterday morning. They demanded a reduction from 55 per cent to 45 per cent. They also demanded recognition of the union, and five of fourteen were captured.

Deadly Dined and Two Have Died.

New Method of Rafting Sawlogs

Of Interest to Lumbermen.

The following description of a new method of rafting sawlogs is of interest to lumbermen who are interested in the subject. It is a method of rafting sawlogs in the manner known as the Griffiths log raft. The device has been granted a patent in the United States, and that with amendments, while the patent for Canada and other countries has been applied for and is now pending. The necessity for marketable logs from Port San Juan, at the mouth of the Straits of Juan de Fuca, has been the late firm of Griffiths & Becker (now Becker & Co.) of this city, took the matter in hand and brought it to a successful issue. The log raft patents will in future be operated by a company which has been organized and known as the Griffiths Log Raft Company, Limited, with their headquarters in Victoria. It is the intention of the company to grant licenses to persons to use the patent upon payment of a small royalty, and when the time comes to issue the patent, it is the intention that it will well repay loggers and lumbermen to investigate the merits of the system by the use of which they are practically assured of the safety of the tow in all kinds and seasons of weather. It is common to construct rectangular rafts where the several logs thereof are confined within enclosing barriers, and the rafts are towed by a hawser bent in the form of a figure eight, the ends secured to the boom sticks near the forward corners of the raft. Under the conditions prevailing in such waters, this manner of construction and towing rafts is objectionable, inasmuch as they are easily broken up, at considerable loss to the owner, be-



At intervals along the main line are a number of clips (b) (See Fig. 4 and 5) having two or three projecting wings (c), which are secured to the leading end of line (k), and a supplemental line (l) connects the clip wings (c) to the main line with the towing vessel, which is secured to the clip body clamping screws (d) through holes of the clip. The advantages obtained by the use of this invention are obvious from the foregoing description, and it is particularly adapted to the purposes intended, namely, flexibility of construction and adaptability to any length of haul, particularly on rough seas. The features of this invention are as follows: 1. The means of rafting logs to be drawn, comprising a central longitudinal draw line arranged in pairs along the main line, and adapted to have their ends secured to the logs, and draw line for securing the lines to the towing vessel, the purpose described. 2. The single line and its connection to support logs in the manner described, and the means of disposing in pairs for the purpose described. 3. The combination with a central line, of the clip adapted to be rigidly secured to the main line, and having a toggle at its forward end. 4. The combination, a central draw line, and the clips clamped to the central line, the clips each secured at one end to the ends of the clips, and a toggle upon the ends of the clips. 5. The combination of a central line with a supplemental line (l) in a log raft with a clip (b) and a clip (d) secured to the line and provided with laterally projecting wings (c).

High Logan, who was on board the tugboat on an occasion when the patent device was being used in towing

sees and anchored at 5 p. m. on the east side of the spit, to wait for the next tide. We left there for Port Townsend at 11 p. m., taking a trail to the Dungeness Lighthouse to Point Wilson (instead of taking a lee coast, as is usual), and arriving at Port Townsend at 11 a. m. on the 5th September, without having lost a single log. On our way from Dungeness to Townsend we had a strong southeast wind and a heavy sea. I am informed that the Rabboni, towing a boom of logs from the ordinary manner, from Clallam, and experiencing at or near that point the weather we came through successfully, cannot vouch for its truth, as I was not aboard the Rabboni. The time occupied in towing the boom from Port San Juan to Port Townsend was three days, and we did not delay one moment on account of the state of the weather, the only thing delaying us being the state of the tides. It is my opinion absolutely that the method adopted in this case for rafting the logs is a very great improvement when rough weather is to be encountered over the sea generally in use; and it is, further, my opinion that the light of I accompanied the deckhand and walked to the centre of the boom to see how the logs were acting, it being the prevailing opinion amongst towboat captains who have been in the habit of towing logs that the logs would revolve and snap the chain; but I found that when I went to the centre of the boom and watched the action of the logs in this heavy tide-rip, none of the logs revolved, and as a further proof of this I may state that the method in which the tail-end light beforementioned was adjusted, namely, a pike pole some four or five feet in length was driven into the last log of the boom and the lantern hung thereon, on taking the lantern off in the morning it was still alight, thus proving to my satisfaction that the logs do not revolve, as, if they did, the last one, being free than the others would be the one to revolve. Moreover, if the logs had revolved I would not have been able to get to the centre of the boom, having no caulks in my boots and having no experience in walking on moving logs.

"Pillar Point was reached at 3 a. m., and on account of the state of the weather and the tide, at 9 o'clock the same morning we had lost about two miles. "At the next flood we arrived about three miles above Freshwater Bay. It was blowing quite hard from the westward, with a heavy sea. We stopped there on account of the ebb tide. I went again that evening in company with the deckhand to adjust the towing light at the tail end of the boom, and my there until two hours before the turn of the tide, leaving again at 8 a. m. During our stay at Port Angeles the tug Augusta came from Port Townsend, from the captain of which vessel our master enquired the state of the weather and the tide. The captain of the Augusta advised us not to leave, on account of the heavy seas, which, he stated, were going clean over him. However, after moving that our vessel and the loss could stand it, we started. Off Dungeness we encountered very heavy

which when we were towing was the tail end, and she made the tow in the usual time. "Leon J. Beckstein, captain of the steam tug Albion, was in charge of a tow of sawlogs from Port San Juan to Port Townsend, the raft being made up in a new manner invented by Mr. Griffiths. He said: "We left Port San Juan on the 2nd instant, arriving at Port Townsend on the 6th instant, without losing a single log, although heavy seas and winds were experienced. He has no hesitation in stating that this system of log-rafting is infinitely safer than the ordinary method, and sees no reason why such rafts may not and cannot be towed at any season of the year, notwithstanding the state of the weather, the only risk being that the tugboat may, under exceptionally severe circumstances, have to let go the tow and herself seek shelter. In my opinion the log raft could not be broken up or logs lost out of it unless it went ashore. "If it had been towing in rough weather in the usual manner, it would have been lost by the time it reached the west coast, near whose village the ship had piled up on the rocks. "For six months he sojourned with the kindly natives, and, taking the first opportunity, he came to Victoria with one of the parties of Indians who at intervals of months used to make periodical visits to Victoria, then the only trading post on the southern portion of Vancouver Island. "It was, therefore, late in the year 1824 that Mr. Thompson landed in Victoria, where he had been preceded

and to take up a location in the just opened district, and it took just four days to make the voyage from Victoria to Saanich. Half a ton of provisions and nineteen pigs were loaded into an Indian canoe, an immense northern war canoe, and Mr. Thompson, and three white men who accompanied him in the capacity of helpers started on their trip to the Saanich Arm and incidentally to two drive in the district, which has year after year grown until now its broad fields and smiling landscape, dotted here and there with the homes of well-to-do farmers, have made it one of the richest farming districts in the Northwest.

The month was August, and the surrounding country was covered with a thick mantle of snow, which rendered navigation heretofore extremely difficult and exceedingly dangerous. Even with charts and compass the little party had to grope its way along the coast and follow with painful exactness the winding in and out of the coast line, they not daring to get out of sight of the land. In this way four days were consumed in making Saanich Arm.

The party landed at the bay in the rear of the old Mount Newton hotel, the land in the vicinity having already been taken up by a Scotchman about three months previous to the arrival of Mr. Thompson and his little party. Having made a selection of the land he proposed to take up, the next consideration was the erection of a cabin, and Mr. Thompson and his laborers soon got to work, and a log cabin of the usual

always most interesting. As said before, the Sidney Railway adds a chain of rapid means of transportation, but to those who can conveniently take it, the means of transportation are not commensurate with her importance as a farming and fruit-raising district. For it must be remembered that this railway,

which gives the farmers rapid transit to the local market, also affords them quick communication by means of the Sidney ferry with almost every centre of population on the North American continent.

The photograph of Mr. Thompson and the members of his family to the third generation, herewith reproduced, was taken a short time ago, on the occasion of a family reunion.

For many years the only means of communication with Victoria was by the old Indian trail, following an old Indian trail. After the opening of the road, the members of the community continued to bear it, as it were, branched out into farming, having become enamored of the genial climate of this portion of Vancouver Island. He has now spent about a year in this vicinity, and has had an opportunity of judging of the climatic conditions here obtaining during the twelve months.

Having heard of the fine tracts of land in the Saanich district, whither he had already preceded him, Mr. Thompson decided to abandon the sea

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Saanich--A Progressive and Beautiful District



THE OLDEST INHABITANT OF SAANICH AND MEMBERS OF HIS FAMILY.

William Thompson, father of the Saanich Agricultural Society, and father also of the settlement of Saanich, took up his present farm in August, 1824, so that the history of Saanich and the history of Mr. Thompson's labors during the past thirty years are one and the same thing. He has seen the present thriving community of happy and prosperous farmers growing out of the wilderness, for when Mr.

the previous year by the young lady who was anxious to become his wife, but who at the date of her landing here in 1824 was 21st of age, and whose parents had come to the country on an engagement with Mr. McKenzie, who erected a grist mill at Craigflower, the father of the young lady being a millwright.

In 1827 the patriarch of the Saanich district decided to leave his native land to farming, having become enamored of the genial climate of this portion of Vancouver Island. He has now spent about a year in this vicinity, and has had an opportunity of judging of the climatic conditions here obtaining during the twelve months.

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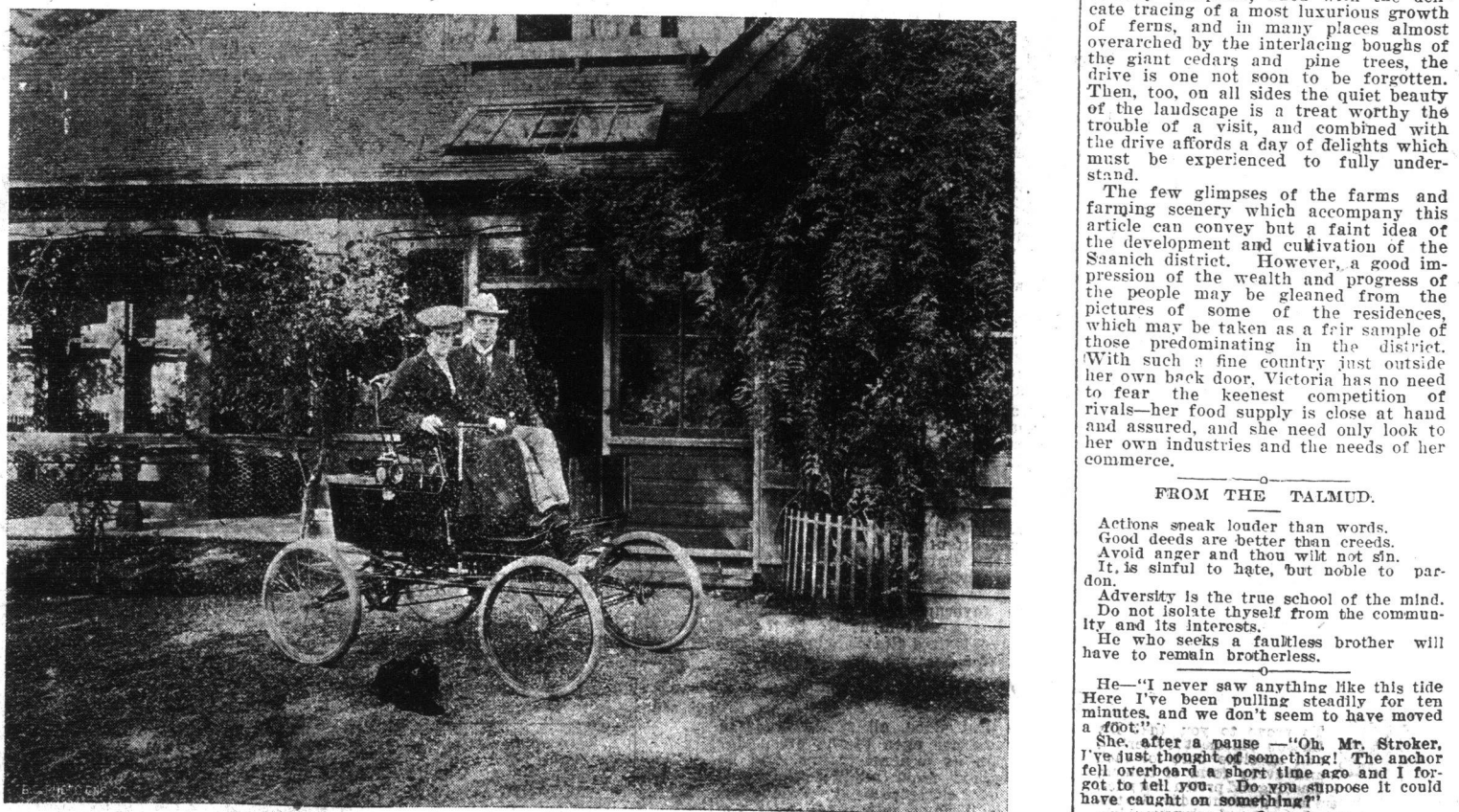
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PROGRESSIVE SAANICH--THE HORSE-LESS CARRIAGE AT HOME.



JEWELRY STRIKE.

On Sept. 27—Sixty men employed in the jewelry factory of P. W. Co. went out on strike yesterday morning. They demanded a reduction from 55 per cent to 45 per cent. They also demanded recognition of the union, and five of fourteen were captured.

UNLACKED EXPLOSION.

Deadly Dined and Two Have Died. Sept. 27—Eight persons, including a woman and a child, were taken to the Mt. St. Helens hospital as the result of an explosion at a furnace of the Carnegie trace plant, Desquena, tonight. The victims have since died and few hopes that any of them will recover.

FROM THE TALMUD. Actions speak louder than words. Good deeds are better than gifts. Avoid anger and thou wilt not sin. It is sinful to hate, but not to love a paragon. Sincerity is the true school of the mind. Do not isolate thyself from the community and its interests. He who seeks a faithless brother will have to remain faithless.

Here—"I never saw anything like this side here. I've been pulling steadily for ten minutes and I don't seem to have moved a foot." "After a pause—"Oh, Mr. Strober, I've just thought of something! The anchor fell overhead a short time ago and I forgot to tell you it was broken and it could have caught on something!"

If you think 'brandy' try Martell's Three Star.