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Get acquainted with
Black Watch
the big black plug
chewing tobacco.
A tremendous favorite
everywhere, because of
its richness and pleasing
flavor.

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NEW PRINCESS
WAS LAUNCHED

Sister Ship to Princess Victoria Takes the Water on the Clyde

DESCRIPTION OF VESSEL

Princess Charlotte is Larger and Finer Edition of Present Fast Ferry

(From Tuesday's Daily.)

The new twin-screw steamer Princess Charlotte, which has been built by the Fairfield Shipbuilding and Engineering Company, Limited, for the Canadian Pacific Railway company's service between Victoria, Vancouver, and Seattle, was launched at noon on Saturday last according to a special cable to the Colonist.

The vessel was named and released from the building berth by Mrs. R. Marpole, wife of the general executive assistant of the C.P.R. in British Columbia and after the launch a large party of guests, including Mr. and Mrs. Marpole and several representatives of the Canadian Pacific Railway company were entertained at luncheon by the Fairfield company.

The contract for the Princess Charlotte was placed in October, 1907, and the work of construction has occupied about seven months. The fitting of the machinery and the completing of the vessel will require another month or two, but the Fairfield company whose reputation for expeditious work is well known, has completed the work of construction in about two months.

The new steamer, they handed over on the 15th of this month to the British Admiralty H. M. S. Indomitable, the most powerful cruiser in the world which they completed in about two years—the shortest time in which such a vessel has been built. They had at the last to crowd a great deal of work into a few weeks because the cruiser was required to convey His Royal Highness the Prince of Wales to Quebec for the Canadian Tercentenary celebrations, but they accomplished the task with the greatest credit to themselves. The new C.P.R. steamer launched on Saturday is now in the fitting out dock, previously occupied by the Indomitable.

The Princess Charlotte is a twin-screw steamer, 342 feet in length, 48 feet 6 inches in breadth and 28 feet in depth to shelter deck. She is divided into seven water-tight compartments, while the orlop deck is also made watertight, adding greatly to the safety of the ship. There are altogether five decks, the orlop, the main and the shelter, the promenade and the upper deck.

The entrance to the passengers' accommodation is through watertight doors on the ship's side on the shelter deck, the floor being laid in terra cotta and white rubber tiles. Art of the main entrance is a large central hall, fitted with large seats upholstered in crimson plush. At the upper end of this hall is the main staircase, which leads to the passenger accommodation, and public rooms on the promenade deck. There are rooms for 176 first class passengers on either side of the shelter deck, the cabins being two and three berths, fitted in the most modern style, with patent folding lavatories, wash-stand, basins, sofas, etc.

The State Rooms.

On either side of the forward central hall are twelve special three-berth rooms, fitted in a first class manner, with electric radiators, writing stands, and also four rooms fitted up as bridal chambers. Two of these four are paneled in light mahogany, and two in satin wood, with large beds, headsteads, dressing tables, wash, electric heaters, etc., and private bath-rooms. At the after end of the shelter deck is a central hall, similar to that forward and also a ladies' tea room neatly finished in light oak, with tiled panels, and having blue and cream finishings. On the promenade deck there are two spacious halls in a central position, giving ample light to the halls below. Over the forward end there is a large ornamental dome-shaped room, with a well in the centre, the dome giving ample light to the halls below. Over the forward end there is a large ornamental dome-shaped room, with a well in the centre, the dome giving ample light to the halls below.

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