The Problem Of Apple Packing

Maxwell Smith Takes Exception to Views Held by Toronto Globe.

Qualities Which Are Essential to the Properly Constructed Box.

The following article on "Packing Apples" appeared in the Toronto Globe of July 6

The problem of apple packing has not been solved to the satisfaction of the British dealers by our recent legislation fixing the minimum size of apple boxes. All the arguments in favor of the box as compared with the barrel seem plausible from the standpoint of the shipper, but the British importers are not satisfied with the change. They recognize the advantage of boxes, so far as economy in vessel space is concerned. The question of cost is also decided in favor of boxes, as they can be made of almost **any kind** of lumber. But the dealers find that the cost of handling is an objection. A box cannot be rolled about by one man, and though the rectangular packages are much smaller than the barrels in capacity, they require much more labor in handling. There is also an objection on the ground of the smaller quantity disposed of at each sale. The merchants have as much trouble in selling a box as a barrel, and their trade is consequently rendered more costly.

Another cause of complaint is the loose condition in which apples in boxes arrive in Britain. This renders them more liable to injury in handling. But it is a fault that should pass away as greater skill in packing is acquired by experience. Canadian shippers are expert at packing in barrels, and the apples handled in that way arrive in good condition. The only complaint is with regard to the occasional heating of a part of a cargo, but that is due to imperfect ventilation. It may be that when as much experience has been acquired in the use of the apple boxes the familiar complaints about loose packing and injured fruit will no longer be heard. The use of boxes has been quite successful in the shipment of Southern fruit, and that has been among the influences which have led to the adoption of the system in Canada. But it is impossible to draw a comparison with Tasmania or California apples, as they are more expensive and realize high prices. The exporters can afford to take extraordinary care in packing, every apple being wrapped in paper. This cannot be done with Canadian articles, which are a staple article of the trade, and must be sold at a moderate price. We must not fall into the common error of disregarding the wishes of our customers and the needs of our markets. That mistake has already proved costly, and our methods must conform to the market requirements.

An Expert's View

The attention of Mr. Maxwell Smith, Dominion fruit inspector for British Columbia and Alberta, was called to this article, and he was asked his opinion regarding the decision arrived at.

"I am one of the Globe's regular subscribers," said Mr. Smbith, "and I had noticed the article you refer to. Generally speaking, I regard the Globe as one of the most reliable journals in America, but there are so many absurd and misleading statements in this article that one might be pardoned for suspecting that the editor had written it just after returning from a barrel manufacturers' banquet."

"What statements in the Globe's article do you think the British Columbia fruit growers would take particular exception to?" Mr. Smith was asked.

"Well," replied the inspector, "I think our leading fruit growers would take exception to the whole thing, from beginning to end. In the first place, the Dominion government has not attempted to solve 'the problem of apple packing,' but has simply legalized a

Standard Size for Boxes

so that fruit growers, dealers and consumers will know exactly what quantity is meant by a box of apples, the same as they do when a barrel is mentioned. This action was rendered necessary from the fact that many of the best growers in Canada (not Ontario) use the box exclusively, and could not be induced to use the barrel as a package in which to ship first-class apples.

"When the Globe says that 'the British importers are not satisfied with the change,' we must look for the reason in the Eastern shippers' improperly constructed boxes and want of skill in packing the fruit. When Messrs. Stirling & Pitcairn of Kelowna shipped in boxes the first car of British Columbia apples that ever went to the British market, in the fall of 1903, the fruit arrived at Glasgow in good condition, gave satisfaction and the dealers called for more, and the only thing that precludes further profitable shipments from this province to the British markets is the present high freight rates.

"Boxes may be cheaper than barrels, but the Globe makes a tremendous mistake when it says that proper apple boxes 'can be made of almost any kind of lumber.' There are three qualities essential to a

Properly Constructed Apple Box,

viz., rigidity of the sides, resilient flexibility of the top and bottom, and a clean, tidy appearance to the finished package. You cannot get these qualities by **using** 'any kind of lumber.' A proper apple box is not constructed on the plan of an ordinary packing case. Perhaps a box cannot be rolled about by one man,' but, better still, it may be very conveniently carried about by a good-sized boy or girl.

"Experience has not proved that the merchants have as much trouble in selling a box as a barrel,' but, on the contrary, that the smaller and more convenient package (as in all other lines of trade) vastly increases the amount consumed. Thousands of good housekeepers do not hesitate to buy a 40-pound box of apples as often as required, but would think a long time before ordering a barrel, with the prospect of finding a large percentage of damaged specimens rotten before they would be consumed. If Sir Thomas Lipton persisted in selling only chests and half-chests of tea instead of furnishing pound and half-pound packages suitable for household use, he would never have been able to sail expensive yachts for public amusement.

"But this attempt to justify the use of boxes for the shipment of Southern fruit on the score that it realizes higher prices is a 'poser.' In the name of common sense why should they realize higher prices, and why may we not 'draw a comparison' between Canadian apples and those from California or Tasmania when actual facts prove beyond question that the Canadian apple, when grown in the locality suited to the variety, from British Columbia or any of our Eastern fruit-producing provinces, is

Infinitely Superior

in flavor and texture to those grown in either California or Tasmania, and the only reason that apples from the latter countries brine hicher prices on the British market is the care with which they are grown, picked, sorted and packed for shipment, and not because they are better goods; they are inferior in quality to the Canadian article when the latter are grown and marketed according to intelligent, up-to-date, modern methods.

"Why attempt to delude the Canadian fruit-grower into the belief that his product is inferior and insist on his continuing to crush high-class apples of superb color, flavor and texture into barrels along with second and third grades, when the first-class specimens alone, if properly cared for, would bring him more net returns than he realizes for his entire crop under common barrel-packing practices; besides commanding the respect in the markets of the world to which the Canadian apple is justly entitled?

"Believing a thing goes a long way towards making it so, and we should be careful not to preach false doctrines concerning the merits of Canadian fruit, in order to excuse our antiquated methods of handling one of the choicest and most valuable products of the **land.**"

ITALY'S CAUSE CELEBRE.

Murderers of Count Martini Sentenced After Prolonged Trial.

Turin, Aug. 11.—The jury today found five person accused of the murder of Count Bon Martini guilty with extenuating circumstances. Tully Murri, the victim's brother-in-law, and Dr. Naldi, an accomplice, were each sentenced to thirty years' solitary confinement, Countess Theodilinda Bon Martini, wife of the Count, and Dr. Secchi, her lover, were sentenced to ten years' imprisonment, and Rosa Bonneti, her maid, to seven and a half years.

The affair dates back to 1902, and excited intense interest throughout the whole of Italy owing to political intrigues. Over one hundred counsel were engaged in the trial, which lasted many months.

The murder of Count Bon Martini occurred on August 28th, 1902. He maltreated his wife and conducted his liasons with others in bold fashion. On the day the Count was murdered he was waylaid in his rooms and stabbed to death. Murri at the trial gave a circumstantial account of the murder, making a full confession.

DENIED BY AUTHORITY.

Meeting of King Edward and German Emperor Not Arranged.

London, Aug. 11.—The reports which have been persistent that a meeting has been arranged between King Edward and Emperor William are definitely contradicted by Sir Francis Knollys, the King's private secretary.

THE IMPERIAL MANIFESTO

Czar's Manifesto Said by Witte to Be Most Important in History

Portsmouth, N. H., Aug. 11.—M. Witte before leaving St. Petersburg saw the imperial manifesto which Emperor Nicholas will issue tomorrow on the occasion of the Tsarevitch's birthday. As then drafted it did not mention of the war or peace negotiations. M. Witte believes the manifesto is fraught with great consequences for Russia and mankind.

"It will be," he said, "one of the most important documents in history."

ALONG THE WATERFRONT

Baroda Returns From Seattle After Coaling Hill Liners—Pleiades Is Due.

There were few arrivals yesterday on the waterfront. The coal hulk Baroda was towed from Smith's Cove, Seattle, where she has been loading Comox coal into the big Hill liners Minnesota and Dakota, which burn coal from the Comox mines on their Oriental runs, it being the best that can be secured on the Pacific. The Baroda was brought to the dock by the tug Pilot, and this morning will be towed in to the inner harbor to deliver coal from Comox at the C. P. R. wharf. The German collier Germanicus, which has been chartered to replace the wrecked Strathcolon, now breaking up on the rocks near Cape Mendocino, until the steamer Terje Viken, coming from the Orient, arrives to take the place of the lost vessel, passed out to San Francisco with a full cargo of coal.

Steamer Pleiades of the Boston Tugboat Company is expected from Yokohama today. It is reported from Tacoma that the Chinese boycott against United States goods is beginning to have an effect there, orders for shipments to go by the next outward China Mutual liner having been cancelled because of the boycott.

Advices received Thursday of the sailing of the Keemun from Yokohama were followed yesterday by advices stating that she had been unable to get away as intended, being delayed by a scarcity of men at Yokohama. All vessels are experiencing great delay at the principal Japanese ports owing to inability to get men to work cargo. The warehouses there are full and no cargo can now be had to move the freight from the warehouses. Advice are that the situation is growing worse daily and it presents a grave problem to steamship agents.

The tug Burrard came in yesterday afternoon from the salmon traps of Findlay, Durham & Brodie, near Sherringham point, with a scow laden with 20,000 fish, taken from the company's traps. A portion of the fish was landed at the salmon curing works of Mr. Linderberger at Turner-Beeton's wharf, and the remainder was taken to the Fraser.

News has been received from Wrangel that the chamber of commerce there is selling to have the United States government have the channel of Dry straights opened for navigation.

POPULATION OF CHINA.

Estimates of the population of China are varied and generally unreliable. The latest authoritative attempt to get at the actual number of people in the empire has been made by he officials of the imperial maritime customs and published in the report for 1904. The following estimate, furnished by Consul Anderson, covers the provinces in detail:

	Population.
Fengtien	16,000,000
Chili	25,400,000
Shantung	37,500,000
Szechuan	79,500,000
Hunan	22,000,000
Hupeh	34,000,000
Kiangsi	22,000,000
Anhwei	35,800,000
Kiangsu	21,000,000
Chekiang	11,800,000
Fukien	20,000,000
Kwantung	32,000,000
Kwangsi	8,000,000
Yunnan	8,000,000
Total of other provinces (Shansi, Shensi, Kansu, Honan, Kuichau)	55,000,000
Total population of empire	432,000,000
Total population treaty ports	7,012,000

It is probable that the figures generally are too large, although it is to be admitted that to assert that such is the case in any particular instance invites controversy, so say the least. The provinces little known to foreigners, Szechuan, Honan, etc., are the uncertain element. So good an authority on Szechuan as A. Hosie estimates the population of that province at 45,000,000 instead of almost 80,000,000, as given in this table. Missionary accounts, however, lean to the larger figure. How comparatively few of the Chinese people are brought in contact with the world outside the Flowery Kingdom is made apparent by the fact that the total population of the treaty ports is only 7,000,000.

Use Lever's Dry Soap (a powder) to wash woolens and flannels,—you'll like it. 32

Again Consider Foreshore Grants

Injunction Is Again Refused in Trespass Suit of Trap Operators.

Decision Is That Chief Commissioner Has Not Necessary Power.

(Before Hon. Mr. Justice Duff.)
August 11, 1905.

In the Supreme court today, before Mr. Justice Duff, Mr. R. T. Elliott renewed his application for an injunction in behalf of the Capital City Packing Company, to restrain the Anglo-British Columbia Packing Company from further taking salmon in their traps in Renfrew district, pending trial of the action in which these companies are respectively plaintiff and defendant. At the previous hearing of the injunction motion it was left open to counsel to show to the satisfaction of the learned judge that the Chief Commissioner of Lands and Works had delegated to him by legislation or was otherwise vested by law with the power to deal with either the foreshore or the bed of the sea. Mr. Elliott, in his second argument, cited numerous cases touching the administration of lands incidental to navigable and tidal waters. His Lordship asked Mr. Elliott if he had anything to say on the bearing of the Land Act on this matter. The Attorney-General during the interval had been good enough to draw his attention to the amendment of 1901. Mr. Elliott replied that this amendment merely re-transferred to the Chief Commissioner the power to grant leases taken from him in 1899.

Mr. Justice Duff admitted that, but asked if that in itself gave the Chief Commissioner power to grant leases of the bed of the foreshore.

Mr. Elliott read the words of the 1901 enactment, which gave the Chief Commissioner power to grant leases "for any purpose," and submitted that such language was comprehensive enough to embrace the case before His Lordship.

The question of access to these lands under the sea being raised by the court, Mr. Elliott thought that the grant carried with it all rights appurtenant to such grant, but His Lordship pointed out the difficulty in this case caused by the divided jurisdiction. In other words, how far (assuming the authority of the province to make this grant) could such grant be given in view of the Dominion powers over navigation, the rights of anchorage and other marine jurisdiction? Even then, assuming these considerations out of the way, where was the legislative authority to the Chief Commissioner to make the grant?

His Lordship further asked Mr. Elliott how he could reconcile his grant under the Land Act with the definition of Crown lands in that statute? Could it be said that a grant of the bed of the sea, as in this case, was a grant of land without any encumbrance, when such grant was subject to the rights of fishing, of navigation and of anchorage?

Mr. Elliott did not consider such rights an encumbrance on the land, and the Court instanced a grant of land subject to a highway running through or over it.

Mr. Elliott replied that if the Land Act was not sufficient authority to satisfy His Lordship, he (Mr. Elliott) feared he could not produce any other delegation of power from the legislature to the Chief Commissioner.

Mr. Luxton, K.C., for the defendant company, shortly submitted that the grant relied on by the plaintiffs was a non-exclusive right; that the defendants were not on the territory granted to the plaintiffs; that the term "Crown lands" in the Land Act referred to lands which could be surveyed, as prescribed by the Act, and that a license might be given to fish with a net in front of these trap sites. In any event this was not a case calling for an injunction pending the trial.

His Lordship said that if Mr. Elliott could satisfy him that this was an exclusive right, he would not hesitate for a moment about granting an injunction.

Hon. Mr. Wilson, K. C., being present, was asked for some information by the court, as to whether in his recollection there had ever been in British Columbia an instance of the crown lands being made subject to some special charge as security for a loan or otherwise. Mr. Wilson could not call to mind any such case. As to the application now before His Lordship, Mr. Wilson, on the same invitation, cited the Fisheries case (1898), Appeal cases, 700, and the Dominion Fisheries Act, which were discussed shortly.

His Lordship, after argument, said that reading the lease, and the section of the Land Act as relied upon, he felt bound to come to the conclusion that it was a non-exclusive license that the plaintiffs held; further, reading it in connection with the circumstances, the true intention to be gathered from the language was that it was a non-exclusive grant. It must be clear that if the Chief Commissioner of Lands and Works has no power to grant an exclusive right of occupation, then the grant can only be read in the strictest sense. His Lordship had been referred to section 41 of the Land Act as amended in 1899 and 1901. The latter amendment authorizes the Chief Commissioner to grant leases for any purpose other than cutting hay, for a period of twenty-one years. The language is very broad, and read in its broadest sense, without any qualification whatever, might be held to apply to lands such as those in question now. But from the slightest consideration it is perfectly plain that some limitation must be placed upon that section. The legislature, by special legislation, has dealt liberally with coal lands, and the acquisition of base metals. In the same year, 1901, the legislature dealt, tentatively, it is true, with the granding of leases for fishing purposes, but His Lordship inclined to the construction, which is consistent with common sense, that it cannot be supposed for a moment that the legislature, by this section 41 of the Land Act, contemplated dealing with the matters which were the subject of this special legislation. He did not at this time propose to place any construction upon it as to what it really did extend, but he did say that the legislation of 1901 does not extend to fisheries. Another matter which confirmed him in this view was the language in the interpretation clause of the Land Act, which defines crown land as all lands of this province held by the crown without incumberance. Now Mr. Elliott contends that the foreshore of the bed of the sea, subject to certain servitudes such as the right of navigation, the right of anchorage and other rights, are not by virtue of those servitudes within the meaning of this section. He was unable to agree with that view. Counsel had stated that a public highway would not be an incumbrance on land, and His Lordship asking what would be an incumbrance, had received no assistance on that point. He, however, found an authority in an old Massachusetts case (1806), 2 Mass., 101, where Chief Justice Parsons says: "If the public town road described by the plaintiff in his assignment is no legal incumbrance of the land sold, the breach is not well assigned. But the court are well satisfied that the road, as there described, is an incumbrance of the land sold. It is legal obstruction to the purchaser to exercise that dominion over the land to which the lawful owner is entitled." That, it seemed to His Lordship, was a clear definition of what is meant by the term incumbrance as used in the Land Act. It would be a startling proposition that the Chief Commissioner should have power to grant leases of the subsoil of a public highway without consultation with anybody. The case with regard to the foreshore of the bed of the sea is a very much stronger one, because the servitudes to which the bed of the sea are subject are servitudes over which the local legislature has no control whatever, and it seemed to him the language of the section (41) itself excludes lands of that character. Moreover, reading according to the general character of the Land Act. His Lordship did not think the legislature, by that section 41, considered they are dealing with a subject so complicated as are the rights to the bed of the sea under the foreshore; he thought that subject was outside the scope of the Land Act, and for that reason he adhered to the view that no authority has been shown in the Chief Commissioner to grant leases of land under the bed of the sea or foreshore, even assuming that such land is within the control of the legislature and that the legislature may delegate to someone else, such as the Chief Commissioner, the power to deal with those lands; and it had not been shown to His Lordship that such delegation has taken pace. Therefore, having come to the conclusion that the license is a non-exclusive license, so long as other licensees are lawfully pursuing their rights, pursuant to their licenses, then, he was of opinion, no cause of action would exist.

NEW ORLEANS' SCOURGE.

No Material Change in Yellow Fever Situation.

New Orleans, Aug. 11.—The official report on the yellow fever situation to 6 p.m. today is as follows: New cases today, 61; total cases to date, 608; deaths today, 9; total deaths to date, 163; new sub-foci, 12; total sub-foci to date, 163.

The fever situation shows no material change, though the record of new cases preceding 24 hours is high water mark during the present visitation. Some concern has been felt at the state insane asylum at Jackson, La., where there are 1,500 inmates, but Supt. Hayes reports that there is not a single suspicious case there. Dr. Tichenor and the yellow fever nurses sent from here are at Bonami, and confidence is being restored there.

COLLINS SUFFERING NERVOUS COLLAPSE

Was Too Ill to Continue Defence When Proceedings Were Resumed Yesterday.

(From Friday's Daily.)

George D. Collins, the lawyer whose extradition is asked by the State of California for perjury, is suffering from nervous collapse. When the case was resumed yesterday morning by Judge Lampman, his counsel, H. D. Helmcken, K.C., produced a certificate from Dr. R. L. Fraser, the well-known local practitioner, which stated that he had examined Mr. Collins and found him to be threatened with a nervous breakdown; he had advised Collins to remain in bed yesterday. Mr. Helmcken said hard work in preparing his case and the continuous conduct of the defence had its effects on his client's nerves, and he was threatened with nervous collapse. He asked that an adjournment be made until Monday. Mr. Collins was confined to his room at the Driard hotel under police surveilance.

Mr. Higgins, appearing for the State of California, said he was informed by the Chief of Police that accused had been working in the office of a local solicitor all the previous day, going over depositions and preparing his defence. The accused when in California on trial, has resorted to all sorts of tactics in playing for delay and failing to continue delaying the case, had ultimately fled from the jurisdiction.

Judge Lampman said it was seemingly evident accused was too ill to appear.

Mr. Higgins said his information was that accused was not ill at all, and he wished that an opportunity would be given to have him examined by two physicians, while he did not impugn Dr. Fraser's certificate, to see if his illness was real or affected. Collins had been working all the previous day, and the police were convinced he was not ill. A person could easily feign sickness so that the best of physicians would be deceived. He would like to have two physicians make an examination of him. Of course, this could only be done with his consent, but if he was of shamming his consent would not be withheld.

Judge Lampman thought Dr. Fraser's certificate settled the matter.

Mr. Helmcken said that certainly a certificate from a doctor of repute would settle the matter. Because certain police made remarks that was no ground for impugning the certificate.

Mr. Higgins said he did not impugn the certificate.

Mr. Helmcken said that Collins had not been in a condition to go on working the previous day. He had remained in his room during the morning and solicitor afternoon tried to find him, without result. They were together in the evening, but unable to do any work owing to Collins' nervous condition.

Mr. Higgins thought the prosecution should be satisfied.

Judge Lampman said he was not disposed to grant an adjournment until Monday; he would remand the case until today at 10:30 a. m. He thought from the fact that Collins had been continually working on the case for the last three weeks it was reasonable to suppose he was ill. The case was adjourned until this morning.

GEORGE D. COLLINS UNABLE TO APPEAR

Remand Granted in Extradition Case Until Monday Because of Accused's Illness.

(From Saturday's Daily.)

George D. Collins, being confined to his bed as a result of nervous collapse, the extradition proceedings before Judge Lampman, in which he is charged with perjury, have been remanded until Monday morning at 10.30. The case had been remanded from Thursday, Mr. Higgins for the prosecution objecting strongly to the delay.

Yesterday morning Mr. H. D. Helmcken, K.C., said there was not much change in his client's condition from the previous day. He had been able to walk about, but was far from well. He suggested a remand until Monday morning, when it would be possible to go on.

Mr. Higgins objected to the remand. He said the only thing to be considered was whether attendance in court would endanger his health. Mr. Higgins suggested that a commission of doctors, say Drs. Davie and Hermann Robertson, examine Collins. He said the fact of the matter was that Collins was working all day on Wednesday in the office of a local attorney, and on Thursday was about the streets and riding in the street cars. He did not think there was much wrong with Collins.

Judge Lampman said that all that had been represented was that Collins was too ill. An affidavit from Dr. Fraser might be presented; if that were done he would not require the attendance of Mr. Collins. If certificates were produced from Drs. Davie and Roberson that accused could appear, and one from Dr. Fraser that he could not appear, he would not require the attendance of Collins. Doctors might differ in opinion.

Mr. Higgins said Dr. Fraser was a competent medical man, and if an affidavit was produced from him he would not oppose the adjournment. At 2.30 p. m. Mr. Helmcken produced an affidavit from Dr. Fraser, which stated that he had again examined G. D. Collins yesterday morning at room 35 of the Driard hotel and found him still too ill to leave his room. Two days would be sufficient to restore him to a condition which would enable him to appear in court.

An adjournment was granted until Monday morning at 10.30 o'clock.

See Prosperity For This Province

Prominent C. P. R. Officials Predict Great Future for the Country.

Robt. Kerr and W. R. MacInnes are Now En Route West.

Robert Kerr, passenger traffic manager, and W. R. MacInnes, freight traffic manager of the Canadian Pacific railway, reached the city this morning on their annual tour to the Pacific Coast for the purpose of dealing with matters in connection with their departments along the western lines, says the Winnipeg Telegram of August 8. They were in consultation with Vice President Whyte and other officials at the general offices here all morning.

Mr. MacInnes, who formerly lived in Winnipeg, spoke very interestingly of the Western prospects as they appear to him in conjunction with the department of business over which he presides in the Canadian Pacific.

"All Canada is enjoying prosperity at present," said Mr. MacInnes, "but the phenomenal development of the West is helping the manufacturers in the East. This season there are good crops in Quebec and Ontario, with the outlook promising a record harvest in the wheat area of the West. This, of course, is good for railway business, and the freight traffic, both East and West on the Canadian Pacific, leaves little room for complaint. We are doing our share of the business. The central West has such a large area under wheat now, and people in other countries, even as far as England, are commencing to know that it is a desirable place to live, that there is not any doubt concerning the future. I was over in England some time ago, and I could see that Canada is being kept well before the people of the Old Country. Much of the business conversation there brings in Canada. The Canadian Pacific has fourteen large steamers plying on the Atlantic between Britain and Canada, and we are building two more. A fleet of that magnitude can carry quite a number of people to this country during a season, and then we are in very close touch with all the other big steamship lines.

"There is a development going on concerning which little has been said. I refer to British Columbia, which is going ahead now at a wonderful rate. The unlimited resources of that country are just starting their output. They have the forests, the minerals, fruit and farming lands, with excellent and ever-increasing facilities to get the produce to market. The shipping done by the Canadian Pacific to the Orient is growing rapidly. The war in the East has helped this trade, and it will be too early to say what the effect of the finish of the campaign will be there are many evidences that it will mean the converting of the Japanese and Chinese to the more European manner of living and the consequent increased consumption of the heavier articles of commerce, such as wheat and flour, which are produced in Canada. This idea suggests wonderful possibilities in the way of trade between Canada and the East. With the market established Canada can supply it. Fall wheat is now being produced north and south of Calgary, in the Lethbridge district and in the Okanagan valley of British Columbia. It is not a long haul from these places to Vancouver, and when the demand for flour for the Orient reaches the expected magnitude the trade from Vancouver will outstrip that from the American ports from which the flour of the Kansas and Washington crop is now being shipped. All kinds of business is improving in British Columbia. The increase in the price of copper and the paying markets for silver and lead hold out splendid prospects for the Pacific province. Along the K N line on Vancouver Island, which the Canadian Pacific has recently acquired, there is plenty of coal and timber, and in fact throughout the province the indications are such that the country will boom very rapidly."

Mr. Kerr and Mr. MacInnes will leave in a day or so to commence their tour of the West. They will go over some of the branch lines in Manitoba and the Territories, and will visit the Coast ports. Returning they will spend several days in Winnipeg. Mr. MacInnes takes a marked interest in the progress of the city which was formerly his home. He said that there were few places on the continent that could show Winnipeg's record in increase of population. Two and a half years ago when he left to live in the East, it had a population of about 45,000, and now it had reached 80,000. The improvements at the Canadian Pacific terminals, he considered, one of the striking features in the city's advancement.

NEW PASS FOUND

Which Will Give a Better Grade on the Nicola Railway.

Mr. H. J. Cambie, consulting engineer of the C. P. R., who has charge of the construction of the line from Spences Bridge, has discovered a lower pass east of the old railway line which will give a better route from Nicola through Aspen Grove to the Similkameen, says the Vancouver News-Advertiser.

Prior to coming to Vancouver last Saturday he took a trip to Aspen Grove to look over the proposed route, being accompanied by Claude Snowden of Princeton.

The ol droute of the C. P. R. passes Nicola about 150 feet above the Nicola river, commencing to rise at the Forks, but by taking this new pass through Aspen Grove the railway line takes almost a level route from Coutlee and passes Nicola on the flat across the river. It would then follow the level of the lake to Quilchena rising at Quilchena creek and following the valley of that creek to a point due south from the falls, Aspen Grove striking the watersheds eight miles further south than it does on the old survey made by the C. P. R. some years ago. It also makes a difference of about 300 feet between Nicola and Aspen Grove, being that much lower. By going through the new pass the railway company can not only make it possible to work the mines to better advantage, but can enormously increase its tonnage. Besides it will have easier and cheaper construction work.

By following the lower route it will bring the line down to a point at Quilchena that at some future time when extensions may be made to Kamloops and Okanagan sections the grade will be in such a position that work can be continued on, thus saving a distance of 15 miles between Quilchena and Coutlee.

There is every likelihood that this route will now be taken and further investigations will be made in a few days to definitely settle the question.

RACE FOR CANADA CUP.

All Preparations Ready for Contest at Rochester, N. Y.

Rochester, N. Y., Aug. 11.—All preparations for the Canada's cup race have been completed, and the race between the Iroquois and the Temaraire will be started at 12 o'clock. The Temaraire came off the ways this morning and was towed across the river to the naval reserves at Summerville, where she was measured by the Judges, Charles Von Voorhis, of Rochester; H. H. Ambrose, of Hamilton, Ont., and W. T. Stevens, of New York. The measuring of the Iroquois, the American boat, was completed yesterday and she was replaced this morning on the ways for a final polishing.

Designer Chas. F. Hereshoff was at the club house early. He expressed himself as well satisfied, and, it is said, will suggest only a few slight changes.

TRYING TO ALLAY DISCONTENT.

Viceroy Dasho Doing Some Hard Work in the Caucasus.

Odessa, Aug. 10.—Viceroy Count Vorontseff Dasho is making great concessions in the Caucasus in an effort to allay the dangerous conditions that prevail. He travels personally among the people and seeks information from them as to how they may be benefited.

Notables of the different nationalities under the viceroys have elaborated a series of the most urgent administrative and fiscal reforms, which will be brought at once to the attention of the central government. Dasho endorses these proposals and advocates their speedy application. He has also promised to use his influence in securing careful consideration of the languages of the Caucasus, in order that they may not be crushed out.

In spite of all this energetic and competent work in the interest of reform, the Caucasus continues in a state of revolution. Sometimes the opposition of the people is violent, and it is always daring and determined. It is even thought that strikes are more general today than at any previous time.

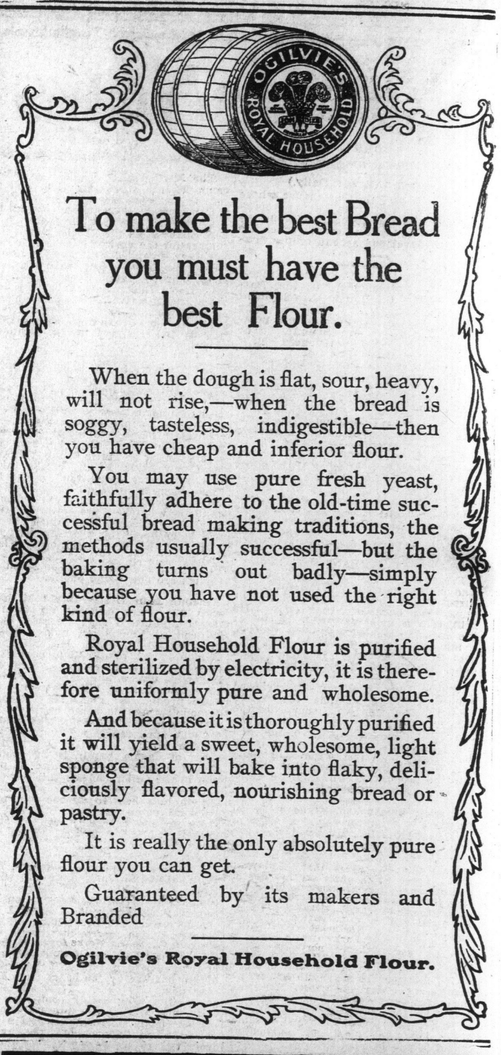
IRRIGATION WORKS.

Big Project Which Will Change the Okanagan Lake District.

The Southern Okanagan Land Company, Ltd., which, it will be remembered, acquired the large estates at Penticton from Mr. Thomas Ellis, is calling for tenders in connection with irrigation. Contracts will be let about the 16th of August for the construction of a large main ditch from Penticton creek. This ditch will be about four miles in length and with the distributing ditches will water some 1,500 acres of land. A 32-inch pipe line about a mile in length will also be constructed together with a dam at the head waters of Penticton creek. It is proposed to take up more irrigation immediately after the present contracts are let.

This company began operations in March and has been making rapid progress. Numerous sales of land are reported, and as these have all been made to people who are going to improve their lands, it is expected that there will be a considerable influx of settlers during the coming spring. Most of the buyers are from Manitoba and the Northwest Territories, men who have made considerable money there and are now looking for a milder climate such as the Southern Okanagan offers. Climatic conditions are perfect and all the more tender varieties of fruit can be grown to perfection. The lands belonging to the Southern Okanagan Land Company extend from a point nine miles north of Penticton on the east side of Okanakan lake to the international boundary; they have 25 miles frontage on beautiful lakes and rivers and offer exceptional advantages for residential purposes. The complete irrigation system which the company proposes to instal ensures a bountiful fruit crop. The charge which is made for conveying the water is just in the nature of an insurance charge.

There will be a great change in the lower Okanagan within the next two years, as thousands of acres which have heretofore been used for grazing purposes will be planted out in fruit trees.



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Royal Household Flour is purified and sterilized by electricity, it is therefore uniformly pure and wholesome.

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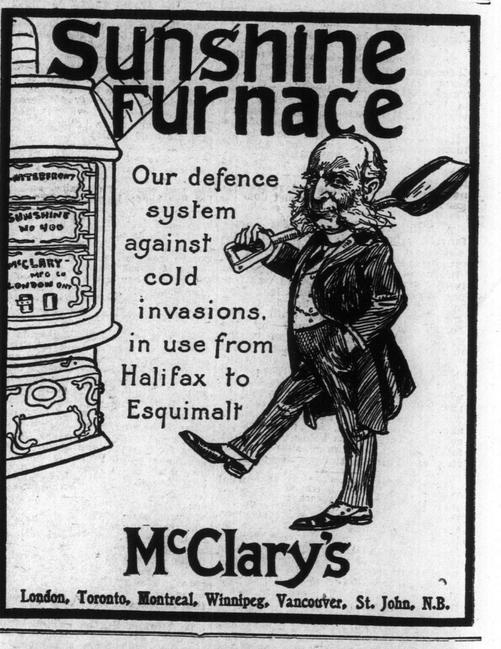

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