



It takes more than modern machinery to produce good flour. It is the care used in selecting the wheat before it is ground and the searching tests of expert chemists afterwards that give

Royal Household Flour

its nutritious qualities, its purity and its uniform goodness. In its preparation no process tending to improve its quality is omitted or slighted. Tell your grocer that you want Royal Household because the makers guarantee it.

Ogilvie Flour Mills Co., Ltd.
Montreal.

PRINCESS VICTORIA BEATS INDIANAPOLIS

C. P. R. Flyer Left Over Three Quarters of an Hour After Vanquished Rival.

EXCITEMENT WHEN PASSING VESSEL Made Trip Fifty-five Minutes Faster Than Oil Burning Steamer.

(From Thursday's Daily.) The Princess Victoria went by us like the mill-race of the nether regions and we seemed to be almost standing still. Thus one of the passengers on the steamer Indianapolis described the climax of the race between the steamers Princess Victoria and Indianapolis on Tuesday night when the Princess Victoria demonstrated fully her right to the title of the fastest of all passenger steamers on the Pacific. From the C. P. R. wharf at Victoria to the dock at Seattle the Princess Victoria occupied 3 hours and 34 minutes, seven minutes longer than her record time, and the Indianapolis occupied 38 minutes longer. There has been considerable rivalry between the crews of the two steamers, particularly between the Indianapolis and the Princess Victoria. Not long ago the Indianapolis was to leave at 7 p. m. on an excursion party, and the Princess Victoria was hanging back to see if

A Speed Trial could be held then, but the Indianapolis lingered. On her scheduled time she was good for a race, and there was a race; such a race as local steamboatmen will incorporate in local marine history. The Indianapolis had brought an excursion under the auspices of a Seattle Sunday school and there were 623 people to return by the oil-burner at 6 p. m. A few minutes before that time Captain Carter walked the bridge impatiently, and the mates were at the gateway ready to haul it in promptly. A few minutes before six the gangway was hauled in, with the result that a few seconds were lost. The Princess Victoria, they were later glad of this. At two minutes to six the lines were thrown off by the officers of the Indianapolis and the steamer backed out quickly. Three-quarters of an hour later a big start for the oil-burner, the Princess Victoria backed away from her wharf, sharp on her scheduled time. The bell jingled as a signal to the waiting engineers. For Full Speed The Indianapolis was not in sight. Her start had evidently been too much a handicap. After a time the distant curling smoke was made out on the far horizon and the hull of the white-painted oil-burner was but a dot in the far blue. The Princess Victoria whizzed past Brotchies ledge at 6:55 p. m., nearly an hour after the Indianapolis had started, and from that point the distant hull began to show larger minute by minute as the big crowd of passengers on the Princess Victoria, all excitement, they were all agreed, the growing volume of smoke from the stack of the Indianapolis curled up in the still night and showed plain ahead as the racing steamers, with perspiring boilers working as they had never worked to keep the oil feeding the glowing furnace, and oilers swilled the bearings, steamed with all the speed the engines could give her. The lights showed them in the dark night and they were

Nearer and Nearer The steamer that had been a plain point on the horizon when the pursuer started the chase was now not more than a few miles ahead. A growing volume of smoke from the stack of the Indianapolis curled up in the still night and showed plain ahead as the racing steamers, with perspiring boilers working as they had never worked to keep the oil feeding the glowing furnace, and oilers swilled the bearings, steamed with all the speed the engines could give her. The lights showed them in the dark night and they were

Knowing the frequency with which people suffer from this ailment, Dr. Hamilton made an exhaustive study in order to cause of piles. He found that the lower part of the bowels is a network of blood vessels, and if subjected to persistent pressure, a section will bulge out and form what is commonly known as piles. The British Columbia Colonist writes that the proper use of Dr. Hamilton's Pills, which can be taken before retiring. Next day will bring wonderful relief up to about the limit of human endurance with piles." writes Miss Luedens, from Cornwall, Ont. "I was employed in a factory here but for two weeks was cured. I can recommend these pills very highly; there are none better. They at once relieve and prevent a constipated condition of the bowels, and from my experience can be forwarded to N. C. Feltz & Co., Hartford, Conn., U. S. A., or Kingston, Ont.

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on watch had lined the rail with the passengers, and the others who steadily poured their libations on the singing machine that worked with such rapidity but such evensness, without vibration, shouted to those who watched from the head of the grating: "Have we passed yet?" Then a roar told them. At 9:54 when both were abreast of Jefferson head the Princess Victoria swept by. As an officer of the Indianapolis said: "The Victoria seemed to whizz past like a mill-race and we seemed to be standing still. Little more than the width of a road seemed to divide the steamers, and there was great excitement.

The majestic C. P. R. flyer as she swept by whizzed past with three toots of her whistle, and quickly Carter pulled his whistle cord; he answered the salute, for he is too good a seaman not to take the defeat with good grace. The passengers, who lined the rail of either steamer, raised pandemonium. The tug-boilers of the C. P. R. flyer flared the blatant notes of the "retreat" with fine accuracy, and the whistles, shouting and shouting, and those of the passenger who had been left by the Indianapolis in her hurry to get away were loudest of all in the shouting.

"We'll tell them you're on the way," shouted another, and from the lower deck sounded other pleasantries, some not so polite, as the stokers and deck crew screamed their compliments to those on the Indianapolis as the Princess Victoria swept majestically by. According to those on the Indianapolis the sight of the Princess Victoria steaming by at full speed was one

Lang to Be Remembered The time for shouting was brief, for the Victoria rushed on at full speed and less than half an hour later, at 10:10 p. m. was off Four Mile rock. At 10:19 the slow bell was rung, and at 10:20 p. m. a total of 3 hours and 24 minutes from the time she left Victoria harbor the Princess Victoria was at her dock in Seattle harbor. Eight minutes after the Princess Victoria landed her passengers the Indianapolis steamed into the harbor at full speed and to her dock. The race which ended in a complete victory for the Princess Victoria is the outcome of considerable rivalry. The Indianapolis has been advertised at Seattle as the "white flyer, fastest steamer in these waters, and there have been threats of "wait until the Indianapolis starts about the same as the Princess Victoria." The crew of the Princess Victoria, from Capt. Griffin to the smallest mess-boy have eagerly awaited that time, and when the Indianapolis started they were all ready for the opportunity of an hour start on Tuesday night the opportunity came. Then the Princess Victoria demonstrated her speed and effectively silenced the claims of any rival to the title of the fastest. Not thought beating the Indianapolis by such a margin the Princess Victoria did not surpass her record made last year, that of 3 hours and 17 minutes. Had the tide not been adverse on Tuesday night, however, there is no doubt but that the record would have been broken.

GAINED 25 POUNDS. "I was much run down in health, could not sleep, was very nervous, and so weak that I could hardly get around. Some months ago I began using Dr. Chase's Nerve Food, and today I am pleased to say that I am completely restored. I weigh 25 pounds more, sleep well and feel strong and healthy." Miss Annie Evans, 29-Gottgens St., Halifax, N. S.

MIKKELSEN REPORTED. The schooner Duchess of Bedford, which sailed from Victoria on May 20th on an Arctic exploration voyage with Capt. Einar Mikkelsen, Ernest De K. Leffingwell, and a party of scientists on board with the object of discovering land to the westward in the Bering sea of the Arctic ocean, was at Dutch harbor on June 23rd, according to advices received yesterday. Capt. Gregory of the steamer Heather, a United States lighthouse tender, reported that the Duchess of Bedford left Dutch harbor on June 23rd. The Heather loaded some necessary supplies to the Duchess of Bedford which was found wanting in the stores supplied. The Duchess of Bedford will proceed to Cape Nome and thence to the mouth of the Mackenzie river where a rendezvous is to be made on August 10th with Mr. Steffensen.

WHY THE DELAY? Under the caption "Why the Delay?" the Kiloopole Sentinel says: "It surely is time something was done with respect to distributing the several rewards offered by the Dominion and Provincial governments and the C. P. R. for the capture of the mail robbers. The men are not only captured but have been tried, found guilty and are in the penitentiary serving their sentence but the reward has not yet been paid." "Even presuming there may be some difficulty in apportioning the share each participant in the capture should receive, there has been ample time to settle the matter. It is an error to recommend other things, to encourage the putting forth of the most strenuous efforts to capture the object desired, in this case the capture of the culprits. The reward is awarded immediately. All the circumstances attached to the pursuit and capture are known and the reward is offered in full. There is no shadow of excuse for the red tape delay."

DR. HAMILTON IS CORRECT. He Proved Piles Are Caused by Constipation and Strong Cathartics. Knowing the frequency with which people suffer from this ailment, Dr. Hamilton made an exhaustive study in order to cause of piles. He found that the lower part of the bowels is a network of blood vessels, and if subjected to persistent pressure, a section will bulge out and form what is commonly known as piles. The British Columbia Colonist writes that the proper use of Dr. Hamilton's Pills, which can be taken before retiring. Next day will bring wonderful relief up to about the limit of human endurance with piles." writes Miss Luedens, from Cornwall, Ont. "I was employed in a factory here but for two weeks was cured. I can recommend these pills very highly; there are none better. They at once relieve and prevent a constipated condition of the bowels, and from my experience can be forwarded to N. C. Feltz & Co., Hartford, Conn., U. S. A., or Kingston, Ont.

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FRUIT QUESTIONS AROUSES WINNEPEG

Free Press Says Shortage Exists Which Cannot be Supplied.

FAVORS ABOLISHING THE DUTIES Urges That Supply From B. C. and Ontario is Inadequate.

The Winnipeg Free Press in its issue of July 7th has a very important article on the question of fruit prices, fruit duties and fruit transportation charges, which will be read with interest by all fruit growers in British Columbia. The article follows:

With strawberries at 85c per crate wholesale, the long-suffering housewife of Winnipeg seems to feel that the limit has been reached, more especially as strawberries sold at \$8.50 per crate wholesale in the early days of June, and rumors of a "hold-up" on the part of fruit men have been frequent. As a matter of fact, there is a hold-up, but it is on the part of growers this time, and not of dealers. In the early part of the season strawberries promised to be a most abundant crop, but late frosts affected all the western berries, not excepting the famous Hood river plantations. The southern berries were the least affected, they were an especially fine crop, arrived in Winnipeg in fair condition and sold, as already stated, as low as \$5.50 for the 24-box crate. It was then that Winnipeg housewives should have bought for preserving; but quite naturally they thought that if berries were \$5.50 or \$3.75 per case in the beginning of June they would be cheaper later in the month, and moreover, the Hood river berries are the best for canning. Long before the end of June, however, it was known to the dealers in Winnipeg that the Hood river berries, as the demand was enormous elsewhere, more especially in Minneapolis and St. Paul, through which all these crates pass on their way to Winnipeg. The Hood river berries were \$3.50 per case on track Hood river; the freight and icing from there is 75 cents per case, and the duty 45 cents, making a cost laid down in Winnipeg of \$4.75 per case. The berries who sold at \$5 and the retailer who sold at \$5.50 per crate neither of them made a long profit.

There is a general idea that prices for fruit are much lower in Minneapolis than in British Columbia. This is not true. Quotations do not bear this out. When Wisconsin berries were selling wholesale in Minneapolis at \$2.65 per crate, they retailed in Winnipeg for 20 cents per box, or two boxes for 35 cents. Taking the Minneapolis wholesale price of \$2.65 and at 25 cents for freight and the inevitable 45 cents for duty, the cost of the berries in Winnipeg is \$3.35 per case, and the retailer who sold at \$5 and the wholesaler, and he must stand the loss of spoiled berries, which in the case of the Wisconsin and Minnesota berries is heavy, as they are juicy, soft fruit, and never "hold up" in the market. The exact cost per box is a fraction over 14 cents; in retailing them at 20 cents there is only 6 cents profit to be divided between retailer and wholesaler, and this margin is not a profit of 50 cents. It is evident from these figures that in strawberries, at least, there is not much difference between Minneapolis and Winnipeg, save and except the duty, which is nearly 50 cents per crate to the price.

By the way, Winnipeg has had about 30 cars of strawberries to date, counting full cars and broken lots, and has paid in customs duties alone \$9,072.25. The heavy item for fruit that no other part of Canada was in a position to supply at the time. Ontario cannot supply strawberries as early as Winnipeg can, for the reason that the best fruit is not yet in the market. The fruit is not yet in the market, and every wholesale dealer in Winnipeg will affirm that he would be thankful never to handle southern tomatoes again, the loss on them has been a serious one. What is the conclusion of the whole matter? Fruit is dear in Winnipeg. A considerable proportion of its cost is made up of duty, and the duty is heavy. The natural source of supply for deciduous fruits, is unable part of the year for climatic reasons, and apparently unwilling, when able, to cater to the Winnipeg and western Canada market. British Columbia is making a brave push for our market, but so far has been handicapped by shortage of supply and lack of the best shipping facilities. The fruit of the best tree company is now making a very laudable effort to overcome, and the first is one that time alone can remedy.

Under these circumstances it would seem to be a reasonable thing to do to remove the duties on citrus fruits were removed, and the duties on deciduous fruits suspended at least during those portions of the year when neither Ontario nor British Columbia is in a position to supply the Western Canadian market. In the meantime it seems pretty safe to assume that no Winnipeg wholesale fruit jobber is likely to die a millionaire from the profit on peaches, plums, strawberries and tomatoes.

Velvet Skin Soft and Clear

What one or two applications of Dr. Chase's Ointment will do for rough, inflamed and irritated skin is almost as wonderful as the complete cure effected by persistent use of this treatment. Sun and wind, heat and dust, combine to make the skin rough and red and to produce chafing and skin irritation of the skin you cannot be too prompt. By its soothing, healing and anti-septic influence, Dr. Chase's Ointment quickly overcomes these difficulties and leaves the skin soft, smooth and velvety. The British Columbia Colonist writes that Dr. Chase's Ointment is a skin food which can be used on the most delicate skin with most beneficial results and at the same time it is a powerful skin healer, and it is reasonable if all duties on citrus fruits were removed, and the duties on deciduous fruits suspended at least during those portions of the year when neither Ontario nor British Columbia is in a position to supply the Western Canadian market. In the meantime it seems pretty safe to assume that no Winnipeg wholesale fruit jobber is likely to die a millionaire from the profit on peaches, plums, strawberries and tomatoes.

A SINGULAR STORY. A Roseland Woman Bound and Gagged in Her Own Residence.

A singular story is that told by Mrs. John O'Hara, the wife of John O'Hara, who is employed in the mines, says The Roseland Miner. The couple reside in Roseland Place. On Friday evening she had Paul Pusey, a young Montebegon, who was pressing unwelcome attentions on her, arrested. Shortly after this on the same evening, she went to her room with a strong piece of sheeting, gagging her with a portion of it. Notwithstanding the resistance that she made she was overpowered and tied. Her hands were forced behind her back and tied with a strong piece of sheeting. Her feet were bound with a piece of cotton clothes line. Then the light was extinguished and the man or men who tied her left. She could not tell who it was. O'Hara revived and the large handkerchief was kept over her eyes, and she therefore could not see. She was so frightened over what happened that she finally became unconscious, and was not waking until her husband reached home.

When Mr. O'Hara returned from his work he endeavored to arouse his wife, and failing in this he kicked open the door and tied with a strong piece of sheeting. He got the ropes from her lower limbs and the sheeting from her arms and summoned a physician. In a few minutes Mrs. O'Hara revived and told substantially the story as above related.

QUARTERLY MEETING B. C. FRUIT GROWERS

Proceedings at Convention Which Has Just Concluded at Nelson.

The quarterly meeting of the British Columbia Fruit Growers' association was successful held at the home of the late Mrs. Nelson on July 6. James Johnson, president of the local association, presided, and there was a gratifyingly large attendance of local fruit growers. The chief speakers of the evening were T. A. Brydon, J. C. Metcalfe and Maxwell, and they discussed the following subjects: The duty on peaches is 1 cent per pound, or 20 cents per crate, and that from Minneapolis 25 cents per crate. The duty on plums is 25 cents per bushel, or 42 cents per crate of six baskets. The duty on apples is 1 cent per bushel, or 15 cents per crate of six baskets. The duty on peaches is 1 cent per pound, or 20 cents per crate, and that from Minneapolis 25 cents per crate.

There is a general idea that prices for fruit are much lower in Minneapolis than in British Columbia. This is not true. Quotations do not bear this out. When Wisconsin berries were selling wholesale in Minneapolis at \$2.65 per crate, they retailed in Winnipeg for 20 cents per box, or two boxes for 35 cents. Taking the Minneapolis wholesale price of \$2.65 and at 25 cents for freight and the inevitable 45 cents for duty, the cost of the berries in Winnipeg is \$3.35 per case, and the retailer who sold at \$5 and the wholesaler, and he must stand the loss of spoiled berries, which in the case of the Wisconsin and Minnesota berries is heavy, as they are juicy, soft fruit, and never "hold up" in the market. The exact cost per box is a fraction over 14 cents; in retailing them at 20 cents there is only 6 cents profit to be divided between retailer and wholesaler, and this margin is not a profit of 50 cents. It is evident from these figures that in strawberries, at least, there is not much difference between Minneapolis and Winnipeg, save and except the duty, which is nearly 50 cents per crate to the price.

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LABOR CULTIVATING AND OPERATING THE RANCHES WAS A SUCCESSFUL ACTION TAKEN BY THE ASSOCIATION.

The chairman said that a requisition was sent to him properly signed he would call a special meeting of the association at an early date. There were matters of urgent importance that required attention. Mr. Brydon said that he was glad to see such an excellent attendance. When he was in Nelson last there was no fruit growing business was being done. The association tried to do what might be called a foundation work on the fruit growers and to point out mistakes to be avoided and the best way of carrying on the business. The speaker then devoted his remarks to "planting and pruning orchards." He said that the best time for planting was advocated, but if the ground had to be drained or otherwise made ready, spring planting should be done. The speaker then devoted his remarks to "planting and pruning orchards." He said that the best time for planting was advocated, but if the ground had to be drained or otherwise made ready, spring planting should be done.

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SLING FURNACE



When you retire you know your house will be comfortable during the rest hours if you have a "Sunshine" in your cellar. Will burn all night without using much coal, and in the morning you need only pull up the damper chain to produce a quick, strong fire, and enough hot air to heat your house from garret to cellar in a short time. The "Sunshine" has labor and fuel saving features not found on any other furnace. You should examine them before buying. Sold by all enterprising dealers. Booklet free.

McClary's

LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, HAMILTON. H. COOLEY, Sole Agent



For lasty luncheons and Sunday night Suppers. There are lots of times when you don't want a big meal—or have not the time to cook it. That is the convenience of Laing's Canned Meats. Something tasty for every appetite. Fine for quick lunches, cold suppers, and to complete the meal when unexpected guests drop in, or the cook does not come. Just try the can of Laing's Canned Beef. That will give you a hint of how good the other 37 kinds are. At your grocer's. The Laing Packing & Provision Co., Limited Montreal.

HASTINGS' DADS ONE BIG SHIP EVERY WEEK

Four Vessels From B. C. Tak Lumber Cargoes Within Month. The Hastings sawmills, the great lumber producers of British Columbia and one of the largest lumber exporters on the North American continent, will soon complete the loading of the fourth large vessel inside of a month, destined with lumber for distant parts of the world, says The Province. The British ship Pass of Leny, now anchored in the stream waiting to secure a full crew, finished taking on over a million feet the last week in June for Capetown. Capt. Thomas, commander of the ship, received orders from the importers to secure the best lumber possible, and being acquainted with the products of the virgin forests of British Columbia, came direct to this Province for his cargo. The United Kingdom is the largest importer of British Columbia lumber in the world. So well known and extensively used is the local product there that several million cords of lumber go laden down the Plymouth mark with freight marked U. K. The British barque Duchesbalm and the British ship Invincible, both registered in the United Kingdom. The first is loaded with 1,712,000 feet, and will sail on next Thursday, and the second vessel will finish a cargo of 1,850,000 feet on the 17th inst.

Another lumber carrier to depart this week is the American barque Make-wete. This barque will take 1,100,000 feet to Japan to be used in building factories in one of the large port cities. Before the United States stateside decided to start on the coast of North America on board the Charleston it was generally believed that the negotiations for the cessation of the pelagic sealing regulations would be completed before the end of July. The completion of the negotiations has not been delayed for a not believed now that matters are completed. The meeting convened at Washington, and the sealing was not completed until after the meeting was over. The sealing was not completed until after the meeting was over. The sealing was not completed until after the meeting was over.

SEVERE KIDNEY TROUBLE. Mrs. Geo. Lawson, Concession, Ont., writes: "Dr. Chase's Kidney-Liver Pills completely cured me of constipation, rheumatism, stomach troubles and a very severe kidney trouble after years of suffering. I am now sixty-eight years of age, and very grateful for what Dr. Chase's Kidney-Liver Pills have done for me." and the meeting adjourned.

VOL. XLVIII

LIKELY CEASE ALL S... Important Negotiations Carried on by Britain and Japan. BUY CANADIAN IN...

demolition of the For the Loss of Business. NEWS has reached V negotiations are be on and approaching whereby an agreement will between Great Britain, States and Japan for the striction of pelagic sealing for the cessation of the the basis of the purchase toria and Hakodate sealing the indemnification of the the loss of the business.

For some time past those in fur sealing have noticed general trend of events negotiations pending for that mentioned, and the of the situation has been announcement, made a few of these columns, that Japan, to enact legislation for the pelagic sealing. The negotiations were at Washington States secretary of state trip to South America, in of which the negotiations suspended) and Sir Henry I British ambassador to Wash far as can be learned, the interests were not consult regarding the negotiati understood that

A Tentative Agree... Washington, the Victoria seal purchase of the "government United States" arrangements worked out by a small mission. It is probable it will be invited to appoint a tive to attend this commission of representatives from United States, Canada, and also Japan. One condition of the sealment, it is understood, was the cessation of all killer rookeries at the Pribyloff one year, except such a necessary for the support ment. When the terms of the agreement were discussed, the Japanese representatives provided that Great Britain prohibit pelagic sealing.

The cessation of all killer rookeries of Behring Sea, a season, together with the of pelagic sealing for win chase of the schooners and on the interests of lessees, interested in pelagic sealing agreement. Several years' representative was sent from Washington, and a similar mission was dispatched to the Japanese representatives provided that Great Britain prohibit pelagic sealing.

The United States is under tended for the complete pelagic sealing, and to the cessation of the sealing regulations purchased and the owners i for loss of business. Which been absolutely agreed to knowledge. The British representative, Sir Henry Durand, is contented for the cessation on the rookeries for a period stated acquiescence to this was absolutely necessary for the failure of the conference shown by all experts, those prejudiced persons who to the islands and have on the interests of lessees, a yearly killing of the seals a dwindling of the herds to extent than pelagic sealing. Before the United States stateside decided to start on the coast of North America on board the Charleston it was generally believed that the negotiations for the cessation of the pelagic sealing regulations would be completed before the end of July. The completion of the negotiations has not been delayed for a not believed now that matters are completed. The meeting convened at Washington, and the sealing was not completed until after the meeting was over. The sealing was not completed until after the meeting was over.

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