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HYDE TRANSFER—PHONE 580 PHONE 580

## RAIN HELPS SOME CROPS

In Some Parts of Prairies, However, This is the Sixtieth Anniversary Heat Has Done Much Damage

WINNIPEG, July 22:-Wheat in Western grain growing areas is HALIFAX, July 22-Sixty years headed out and stands of straw are has passed since the ss. City of uneven, while crop growth in nu- Boston left this port for England merous districts is very spotty. Hot with passengers, mails and cargo. weather, with damaging winds, The ship was never heard from have been experienced and hail, again, and to this day the story of which cut swaths in narrow strips, how she was lost remains a secret is reported from points throughout of the sea. In all probability the Saskatchewan and in some parts of hurricane arising a few days after Manitoba, according to the weekly the steamer sailed, accounted for report of the Canadian National her disappearance, but how long Railways.

been warm and heavy rains fol- ma have never been told. The lowed the intense heat, with the re- absence of any wreckage following; sult that crop growth has been an exhaustive search made the out and, along the Hartney subdi- ported, but the authenticity of these vision, barley cutting will com- could not be verified. mence about the end of the month. tion and much sweet clover along harvested. Along the Rossburn, Wakoha subdivisions, fall rye crops are first class and some of the fields are beginning to turn and cutting should commence next week. The Swan River Valley still has excellent prospects and the general rains received in the province there is every likelihood that the head will fill normally and the berry harvested will be plump.

In Saskatchewan, hot weather, Along the Bienfat, Avonlea, Gravel- gave a good idea of the latter ship's ing slow progress due to engine with drying winds, was experienced. bourg, Central Butte, River Hurst subdivision grain is suffering from lack of moisture, and if a paying crop is to be harvested, more rain required immediately. Disappointing conditions exist between Melville and Waterous and, from Waterous west to Biggar, very little improvement is noted. Along the Yorkton, Rhein subdivisions crops, however, are excellent. Wheat headed out and rye is beginning to ripen and, with continuous good weather, the crop should be above average. Along the Dogsland, Unity subdivision, the period commenced with heavy rains followed by very hot weather which culminated in hail and in district along the same subdivisions a beneficial rain has improved crops which were not devastated and already estimates of ship would take in water on one 75% of an average yield are being nade. Prince Albert subdivision before she could recover, "drownstill reports crop conditions excel- ing herself." lent and, while hail struck Cudworth, St. Brieux and Canword, the loss will not materially decrease the general outrun of the district. All grains are far ahead of last year. General rains through Central Alberta during last week have worked a marked improvement in crops although there will be great variations in yields. Three Hills, Stettler subdivision still needs more noisture. They are more fortunate han many districts in the southern part of the province, as recent drought has materially cut the New York mail boat, due last Friprospective yield to lower than average. Along the Vegreville, Camrose Black Foot subdivision, weather has been very favorable and what crops that were slow and backwards have responded to the

North of Edmonton to Athabasca and in the Peace River country sunshiny days have dominated, intertands are averaging about 25 to 30 inches and heads are filling well

ideal weather conditions and esti-

mates are that wheat will yield a

little better than 20 bushels per

The price of finished cattle strong, about 50 cents per hundred, but the stock prices have reacted to slightly lower level. The hog market holds steady and the active demand for native lambs has strengthened the price paid for this class of stock.

Sir Henry Thornton, president the Canadian National Railways and his party, who have been making the trip to Skagway on the steamer Prince Henry, will be back here from Alaska tomorrow morning and will proceed East on a special train which will leave about 10 a.m.

Buy the real Coal-our famous Edson and Cassidy-Wellington-in any quantities. Also Bulkley Valley Hay, Grain and Robin Hood Flour.

Prince Rupert Feed Co PHONES 58 AND 558

# 60 YEARS

of Sailing From Hailiax of Illfated City of Boston

she fought, the vicinity of her sur-In Manitoba the weather has render and other details of the draphenomenal. Wheat and all coarse mystery more perplexing. Two posgrains are now practically headed sible clues to the tragedy were re-

It was at noon on Friday, January Haying is rapidly nearing comple- 28, 1870 ("a bad day to go to sea," as one veteran phrased it), that the the Neepawa subdivision is being City of Boston sailed down Halifax harbor en route to Queenstown. In addition to a number from New York, 41 cabin and ten steerage passengers embarked at Halifax. The list included many leading business men of Halifax who were going to thought he had heard this work The steamer City of Durham zigthe Old Country to make their an- loose. The fan was lost en route zagged the course between Cork and nual purchase of spring and sum- to England, he believed, and the Halifax, and the City of Antwerp mer goods.

Reports from the troopship der sails against head winds. Orontes, which survived the storms encountered by the City of Boston, Boston was still believed to be mak- could be found. experiences. The Orontes, carrying trouble, but on April 8, according to January 27, one day before the City acknowledged to be "all but hopeof Boston's departure. On January less." 30, the Orontes ran into a northeast Boston could not be shifted if the canard. steamer developed a list, and that she had not been built properly, as there were spaces of six feet between the deck houses and bulwarks, which would hold a great deal of water. When laid to, the side, and then more on the other,

## Intimation of Trouble

The first intimation that all was not well with the City of Boston was published as follows under the head of "Disasters" in the British Colonist of Halifax, Feb. 16, 1870:

"At last accounts the mail steamer City of Boston had not arrived in England. A cable telegram from Mr. Inman, dated Liverpool, February 15, says 'I have no fears for the City of Boston. She cannot get on with these strong east winds. The day, not yet reported."

Some re-assurance was given on February 19 by a passenger who had come to Halifax on the last trip of the City of Boston from New York. The steamer's fan had broken on her voyage to New York and a new one had been installed there. On the trip to Halifax he

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land and E.C.D., per lb. .

Malkin's Best Tea— per lb.	55c
Quaker Corn Flakes— per pkg.	10c
Clothes Pegs— 6 doz.	35c
Shredded Wheat— 2 pkgs.	25c
Ivory Flakes—Same as Lux per pkg.	10c
Shelled Walnuts—Halves per lb.	45c
per doz.	
Shelled Almonds— per lb.	55c
Old Spuds—Firm, uniform good as new ones, 12 lbs	25c

417-423 5th Avenue East PHONE 18 AND 84



A snapshot from Tokio shows a parade of young misses of Nippon wearing the latest in Japanese early summer styles.

Soon after anxiety was first felt changing the position of the men. the entire city was jubilant. Then time was "terrific." These two

thip was making a slow passage un- performed a similar service between Halifax and Cork, but no sign of As late as March 10 the City of the missing ship or any wreckage

On February 11, 1870, a board the 16th Regiment, left here on the British Colonist, the case was bearing a message that the City of Boston was sinking, was found in Cornwall. On the night of Janugale, which steadily became worse, for the ship, a pathetic incident master of the schooner Charles ending in a hurricane lasting five was furnished in a false despatch: Tupper saw rockets shoot up three hours on the night of February 5. "City of Boston arrived Cork. All times from a steamer which shift-All the regimental horses on the well." Church and fire bells began ed her position to all points of the ship were killed during the gale, ringing all over Halifax, men and compass. This steamer never was and the ship was saved only by women joyfully shook hands, and identified. The weather at the One writer later pointed out that it was learned that the ship had not ports were all that was ever offere the "dead" cargo of the City of arrived and the message was a to shed light on the mystery of the fate of the City of Boston.

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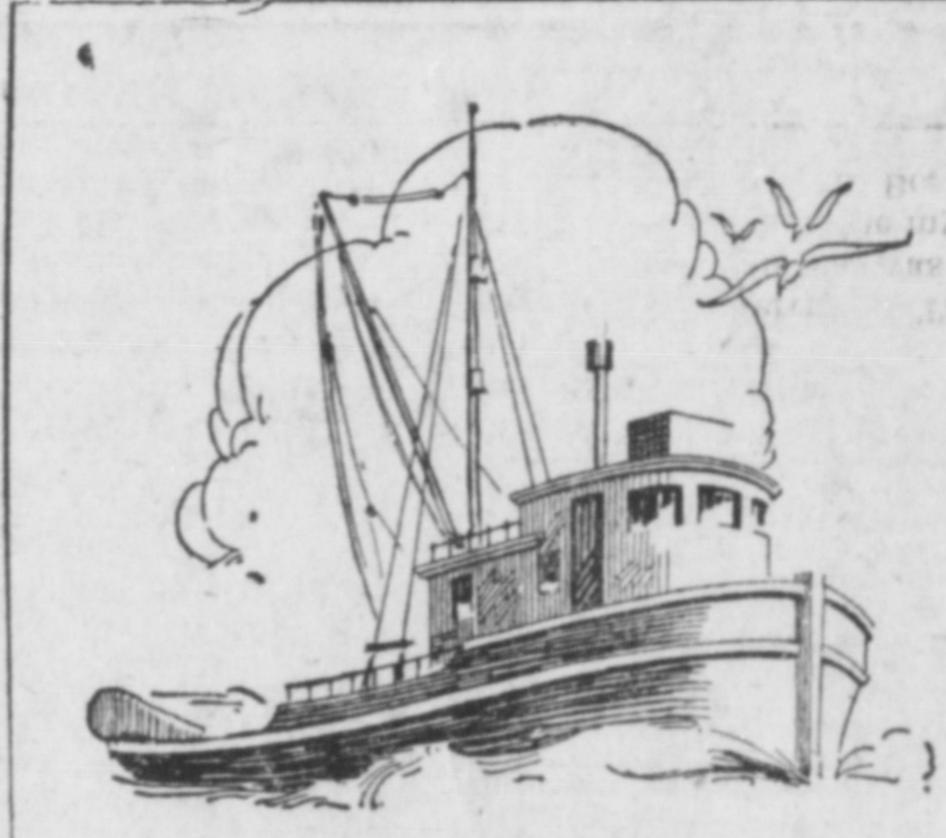
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