PROVINCIAL NEWS TOLD IN FEW WORDS

The district board of the United Mine Workers have organized systematic relief for the victims of the recent disastrous fire at Coal Creek.

Touching the gross exaggeration of the forest fire conditions in the Kootenays, the following appears in the current issue of the Fernie District Ledger: "The clouds of smoke hanging over the Lizard range has had the effect of stirring up all sorts of rumors as to the close proximity by fire. Fire Chief McDougall made an exhaustive inspection of the vicinity of Morrisey and stated to the Ledger that reports about the fire within eight miles of the town and he considered Fernie was faring remarkably well this summer."

"Canada," a magazine published in London, Eng., in its isue of July 24, fills one page with two fine half-tone engravings. The one is a cut of the city of Nelson, B.C., and the other view has as its title, "Packing apples in Nelson, B.C." Strange to say, this latter is a view of a Peachland orchard in which two packers are engaged in wrapping and packing peaches in peach crates. On the end of each box may, by the aid of a magnifying glass, be read "Peachland Trading Co., and Peachland Peaches," and now Peachland protests pertinently.

A TRAGEDY OF ERRORS.

Erroneous Announcement of Death Brings Two Women Close to the Grave.

A tragedy of errors is reported in connection with the illness respectively of Mrs .Robinson of Vancouver and Mrs. Jeffries, her mother, of Nanaimo. Both ladies are very ill, and through some regretable mischance the News Advertiser on Sunday announced the death of Mrs. Robinson, and that the funeral would take place on Monday at 2 o'clock. This intimation has caused such a shock to the mother that she is now in a very serious condition, while knowledge of her mother's dangerous illness has greatly reduced Mrs. Robinson's chances of recovery.

VERNON FIRE CONSPIRACY

Evidence at the coroner's inquest on the Okanagan Hotel fire at Vernon tends to show that others than Alexander Smith were implicated in the crime. Before he disappeared, Smith wrote a letter to a friend in Chilliwack saying that his body would be found in a swamp at Swan lake. He borrowed a pistol from a friend before leaving, and told him that he was not guilty, but that he knew who had set fire to the hotel. He said it was a man worth forty-five thousand dollars, and that he would never divulge his name; he would take the rope first.

The country is being scoured for Smith, as it is by no not thought that he committed suicide, it being known that he took a pair of blankets with him, and that he told the boy who gave him the gun that he intended to steal a horse and get across the line.

A sensational statement was made at the inquest by A. Sigalet, one of the hotel proprietors, who hinted that he suspected his partner, Albers, of being guilty of the crime. He said that shortly after they started business Albers said to him that if things did not turn out satisfactory, all they had to do was to touch a match to the building. Albers did not stop in the hotel, and did not go to bed the night of the fire, sleeping with his boots and trousers on, on the lounge in his house. He explained this by saying he was suffering from diarrhoea.

It transpired at the inquest that there was only one fire escape on the building and no ropes in the bedrooms, as required by law. The proprietors testified that the building had never been inspected for fire escapes. As the fire brigade is a volunteer organization, the act places the duty of looking after the enforcement of the fire escape law upon the city police.

The reason that the jury adjourned was that they hoped Smith would be secured during the week, and might be induced to turn King's evidence.

When volunteer helpers went to remove the horses at Alex. Smith's stables, they found that they had already been taken out, although the fire had not then advanced dangerously.

ALBERNI'S TIMBER WEALTH

Eight Hundred and Forty-Five Million Feet of Standing Timber on 21,120 Acres

Eight hundred and forty-five million feet is an estimate of the amount of merchantable timber that can be logged off 21,120 acres of timber limits in the Alberni district, according to the Pioneer News. The figures have just been compiled by George H. Jalley, a cruiser who is well known in this and other districts of British Columbia. The timber was mostly staked by S. H. Toy, of Alberni, and W. B. Garrard, of Victoria, with whom were associated C. F. Lay and A. G. H. Potts, of this city. It was sold, in January last, to James McNare and E. J. Skeans, of Vancouver, for whom Mr. Jalley has been estimating. It is located around Sproat, Great Central and Nahmint lakes.

ALBERNI HAS A GRIEVANCE

Claims Discrimination By Steamship Company in the Handling of Lumber.

The new Alberni Board of Trade, at a meeting Monday, shaped a grievance to be laid before the C. P. R. freight department. C. F. Blandy, on behalf of the two lumber mills of the town, stated that lumber billed for West Coast points was frequently left on the wharf for several weeks before being shipped, owing to the refusal of the steamship officers to load it at the first opportunity. The excuse usually made was that the ship already had a full deck load, but this excuse could not be justly used on the following trip of the steamer as the lumber billed at New Alberni ought then to have priority over later consignments from Victoria. This action was injurious to the local interests as it was forcing consumers to order from Victoria, because they could not stand the delays experienced on orders placed at New Alberni. Several members spoke, condemning the attitude of the steamship company, and numerous cases of delay were cited. It was also stated that lumber was sometimes left behind when there was ample room for it on the deck of the steamer. The transportation committee was instructed to send data to the headquarters of the steamship company in Victoria.

"LITTLE LORD FAUNTLEROY"

Mr. and Mrs. Walter McRaye Are Now Spending Honeymoon on the Island.

The marriage of Miss Lucy Webling of London, and Mr. Walter McRaye took place at Christ church, Vancouver, on Monday evening last, and bride and groom are now holidaying in the honeymooners' paradise of Vancouver Island, being at present in Duncan. Mrs. McRaye is a sister of Miss Peggy Webling, who has gained a name for herself in the literary world by the production of "The Story of Virginia Perfect," and by the dramatizing of "Westward Ho," which will be produced at the London Lyceum early next year. Another of her sisters, Miss Ethel Webling, has exhibited a number of clever miniatures in the Royal Academy. Mrs. McRaye herself is a well-known actress, and was the original of "Little Lord Fauntleroy." She received a number of congratulatory messages from other London actors and actresses, including Ellen Terry, Lewis Waller and George Alexander. The bride was given away by Mr. George Edwards, and was attended by two little girls, Lucy Edwards and Evelyn Eveleigh. She was dressed in an Empire frock of ivory silk malines with a transparent yoke and high collar of fine tucked net, finished with a large white hat swathed with chiffon and long white plume, and she carried a bouquet of bride roses and carnations. After the honeymoon they will enter vaudeville, in a sketch by the bride's sister, Miss Peggy Webling.

SAVED FROM AWFUL FATE

Chinese at Vancouver Would Have Been Buried Alive But For the Health Inspector.

Health Inspector Pitman, of Vancouver city yesterday morning saved a Chinaman from being buried alive. The Oriental was brought from Stevveston and taken to the Chinese hospital on Pender street East. Inspector Pitman went there shortly after to see what was the matter with the man, and was informed that he was dead, and that his friends were even, then at an undertaker's rooms arranging for burial.

Mr. Pitman went to the morgue to see the dead man, and carefully observing the body, detected signs of life. Summoning assistance, he had the man taken up stairs to one of the wards, where in a short time he began to talk. A physician was summoned to take charge of the patient, who is suffering from some internal trouble.

FOR PREVENTION OF FIRES.

Vernon Board of Trade Makes Interesting Suggestions for Protection of Hotel Guests.

The board of trade of Vernon has recommended to the city council of that place the following regulations with regard to the prevention of hotel fires, arising from the disaster at the Okanagan hotel, when eleven lives were lost recently:

1. Red lights to be placed above every fire alarm box and to be kept burning all night.

2. The night watchman to carry a watchman's clock and report regularly during the night at stations in different parts of the city, a record being kept of such reports.

3 Every hotel and boarding house with accommodation for 30 guests or over, to keep a night clerk and that it be the duty of the night policeman to see that such men are on duty.

4. Proper fire escapes to be placed in all hotels and boarding houses, and red lights to be placed in corridors where such escapes are situated; and each bedroom be provided with proper lights during the whole of the night.

5. Ropes sufficiently strong to be placed in each bedroom above the ground floor properly fastened and long enough to reach the ground.

At the suggestion of W. R. Megaw a section was added asking that each flat be provided with an alarm, capable of being sounded from the office, to arouse guests in case of fire.

E. A. Orchard suggested further that the posts on which alarm boxes are placed be painted in some striking colors, such as red and white, so as to be easily distinguished at all times.

BIG COAL DEAL PENDING.

A coal deal of very considerable interest and importance to Vancouver Island will probably be advanced a stage today by the extension of the option, for a consideration of $24,000, now held by a subsidiary syndicate of Northern Pacific capitalists headed by President Elliott, in 4,800 acres of coal land in the Cedar District, where a ten-foot seam was struck a fortnight ago by the drill, under circumstances narrated exclusively in the Evening Post at the time. The money for the extension of the option was deposited with the Canadian Bank of Commerce at Nanaimo Tuesday, and unless unforseen intervents, all necessary formalities will have been disposed of before this issue of the Post is in the hands of its readers. Some months ago Mr. C. R. Cleghorn, general manager for the Northwestern Improvement Co., as this subsidiary syndicate is named, secured options on the tract of 4,800 acres and proceeded with promptitute to test its value with the diamond drill. Arrangements have now been made for a six months' extension of option at $500 per acre, or $24,000 in all, and it is for the purpose of executing this new agreement that the representatives of the capitalists are now in Nanaimo, Mr. Cleghorn being accompanied by Messrs. D. P. Swein, A. J. Swindle and Henry Croft. Unfortunately two or three of the owners of Cedar properties were not in a position to renew the agreement yesterday, and until they can do so proceedings are at a standstill. Mr. Croft and the others interested hope to be able to close the deal today. Mr. Cleghorn makes the announcement that if arrangements are concluded and further developments justify present prospects, both the Northern Pacific and the Great Northern—for they are working together in this matter—will ship their fuel coal and very large quantities of it from this section, and probably from Nanaimo harbor. Mr. Cleghorn even intimates that if his company becomes satisfied with the conditions it is quite within the possibilities that the railways for which his company would provide Island coal, would help, by extending a good ferry service and building railway facilities for handling very large quantities of coal, to develop Vancouver Island and look for a share of the trade in connection with their Vancouver terminals. Of course as is well known, diamond drills and shafts have proven that there is good coal on the lands referred to, the only question to settle is the extent of the measures.

The provincial government is making very considerable expenditures on improvements to the Fraser river bridge at New Westminster. The traffic floor will be replanked for the first time since construction of the bridge, and the painting of the structure will continue in progress until next year. About seventy-five or eighty men are engaged in this work, under Messrs. Marshall & Gifford. Upwards of ten tons of paint will be used.

POOREST "BIG YEAR" ON RECORD

Salmon Fishing on the Fraser Closed at Midnight—A Few Comparisons.

Last night at 12 o'clock the sockeye season on the Fraser river for 1909 came to an end, the year going on record as one of the poorest "big" seasons ever known in this province. No official figures are yet available as to the amount of the pack, but the canners already know within a few hundred what it will be, and the most optimistic forecasts place it at only 625,000 cases, or just about half of the last two big years. The total pack of 625,000 cases will be made up approximately as follows:

	Cases.
Fraser River	420,000
Rivers Inlet	85,000
Skeena River	65,000
Naas	30,000
Lowe Inlet	14,000
Other points	11,000

In 1905 and 1901, the last two "big" seasons, the pack in detail was as follows:

	Cases	
	1905	1901
Fraser River	877,136	990,252
Skeena River	114,085	126,092
Naas River	82,122	14,790
Rivers Inlet	88,122	66,840
Lowe Inlet	60,392	38,182

In the main the canners attribute the small pack to two causes. They are of the opinion that the fish came if not in so great quantities as in previous big years, at least in large enough numbers to have ensured a good pack under more favorable conditions. They first blame the traps operated on the American side for the shortage, claiming that these hold up all the fish before they have a chance to enter the Fraser at all. In the second place they claim that the limitation of nets used in the river to sixty meshes allowed many fish to escape.

Canners who petitioned for the longer season took the ground that the fish were about two weeks late in reaching the river this year and that a short extension of time would not by any means be against the policy of conservation followed by the government. It was estimated that had the fishing season been extended till September 2 the pack on the Fraser would have been increased between 100,000 and 150,000 cases. As it is, several of the cannerymen and also the Chinese contractors are hard hit.

No more fishing will be allowed until September 15 when what is known as the second run occurs. Many are anticipating a big run for the second season, hoping in a measure to counterbalance the poor period just closed.

SALE OF THE NICKEL PLATE

Big Similkameen Mine and Daly Reduction Co.'s Works in New Hands.

The sale of the Daly Reduction Co.'s stamp mill and the famous Nickel Plate mine at Hedley has at last been consummated after a period of suspense and anxiety through fear that the deal might be dropped and the non-progressive methods of the old regime continued. It means much for Hedley and will benefit the whole Similkameen. A smelter may now be looked forward to with some real and tangible basis of expectancy. The purchasers are men interested in the United States Steel Corporation and the price paid is said to be $6,500,000, but no official figures are, as yet, available. There are indisputable evidences of the Great Northern magnate, J. J. Hill, being interested in the deal, which makes the bargain, so far as the Similkameen public are concerned, all the better.

HELP IN A GOOD CAUSE

Subscription Opened at Vancouver For Family of Brave Veteran, Victim of Accident.

As already recorded in the Post, John Brown, a stump blaster in the employ of the Point Grey municipality, lost his life last week through an explosion of stumping dynamite, which occurred as he was bending to investigate a blast that had missed fire. Brown, as told of in the Post yesterday, was a British army veteran, and the head of a little family at Nanaimo, who are left ill-provided for. The circumstances of the hapless wife and her children are pitiable, and The Province has opened a subscription for their relief, contributing $25 to set the ball rolling. At last reports a total of $62.50 had been received. Any Victorians desirous of assisting a deserving cause may send their subscriptions either direct to the Province or to the Post, which will be glad to transmit them to the paper first moving in the matter.

CARTWRIGHT AT HARRISON

Veteran Liberal Parliamentarian Desires His Western Visit to Be Strictly Private

Sir Richard Cartwright, G. C. M. G., minister of trade and commerce, is taking the waters at Harrison Hot Springs, and it is expected will pay an unofficial visit to the Coast cities in the near future. Sir Richard arrived at Harrison in his private car last Saturday, but his arrival was kept very quiet, and it was not until yesterday that the news of his visit to this province arrived in this city. The minister is suffering from acute rheumatism, and it is in hope of finding a cure that he has journeyed out to Harrison Hot Springs. It is stated that since commencing a course of treatment there he has been considerably improved. Sir Richard has made no statement as to his future plans, but it is probable that if, as seems probable, he is relieved by the waters, he will pay a visit to this city, Vancouver and New Westminster. Any visit he may make will, however, be of an unofficial nature, and will not be accompanied by speechmaking or functions of a public character.

STUCK TO HIS POST

Another Hero of the Rail Presents Himself in Person of Great Northern Engineer.

In connection with the wreck of the Grand Forks to Spokane passenger train by falling through a blazing trestle Sunday, details of which were given exclusively in the Post of Monday last, it is now learned that the fortunate immunity of those on board from death or serious injury was due to the courageous devotion to duty of Locomotive Driver Herbert Jones. Instead of following his fireman in a leap for safety, Jones stuck at the throttle, applied emergency brakes, and fell with his engine and the baggage car forty feet into Dragoon creek through the burning trestle. He was unconscious when rescued, and had sustained a fractured leg and a scalp wound, but will recover. Men in the baggage car escaped uninjured.

The accident occurred while the train was rounding a curve. Smoke from the bush fires prevented the engineer seeing that the bridge was on fire until too late to stop the train. The engine ran clear across before the bridge broke letting the baggage and mail cars drop into the ravine. The weight of the cars dragged the engine back and down, but fortunately the coupling connecting the car with the rest of the train broke, leaving the two passenger cars standing on the brink above.

All the passengers escaped safely, but the blazing wreck communicated to the cars still on the track, and all the coaches were burned.

WANT A BETTER ROUTE

Great Northern Is Looking for a More Feasible Right-of-Way

It is well known that the chief engineer of the V., V. & E. and other Great Northern officials have a particular dislike for the Coquihalla route as now surveyed. It is with a view to avoiding this route that Engineer Kennedy with two assistants, Bleick and Hogeland, left on Thursday for the head of Eagle Creek, a tributary of the Tulameen river. From the head of this creek to Unknown Creek there is a long divide, which, if favorable for tunnelling, it is said, would save some thirty miles of heavy construction from the head of Coquihalla Pass to Hope. The party is piloted by L. Gibson, who knows the country well and is an experienced packer.

Pile driving is proceeding rapidly on the bridge across the Similkameen, due to the clocklike work of the machine and every man knowing his business and doing it. In another week or ten days the bridge will be ready for the horse dump cars extending the grade onto the station yard flat.

More men have arrived recently and a big push is noticeable all along the line. It is believed that the raillayers will be here on schedule time, October 1st.

TO PROSPECT ON PEACE

Vancouver Company Sending Party of Men Out From Edmonton

Mr. S. R. MacClinton, president of the Ingenika-Finlay River Development Company, has returned from Edmonton, where he last month arranged for a prospecting party to leave for the upper waters of the Peace river in British Columbia. This party will thoroughly prospect the country about Fort St. John and west of the Peace river, wintering at Keithley lake. In the spring they will be joined by Mr. MacClinton and the prospecting work will be carried over the mountains to the Ingenika-Finlay country.

It is probable that the company's engineer, Mr. J. F. Bledsoe, who is now in the Ingenika country in charge of operations there, may come out over the mountains by the Peace River pass to Fort St. John, and with the reports from their engineer and from their two prospectors, Jonathan Graham and William Rodley, working in the upper Peace, the company will be in possession of full information regarding a Peace River route to the Ingenika goldfields.

While in the East Mr. MacClinton was successful in bonding one of three claims which, with two associates he controls in Gowganda, Northern Ontario. This claim brought the prospectors $75,000. The two remaining claims are considered of still higher value.

PROMISCUOUS DRINKING

Responsible for Fracas at Revelstoke Magnified Into a Murder Case.

A report was received at Revelstoke last night that a man at the section house near Craigellachie had been shot three times. Provincial officer Kingston and Dr. Hamilton went out, but found only a drunken brawl. A Hungarian named Victor Talivitti and three Finns had been drinking together All had guns, and Talivitti challenged the three Finns to come out and fight. In a row before this he struck one of the Finns in the face, and made him bleed badly. He then went out with his rifle, and shot up the house from outside, but did not hit anyone.

The provincial constable took Talivitti under arrest to Revelstoke. He came up before Magistrate Foster yesterday and pleaded guilty, saying he had been so drunk he did not know what he was doing. He was fined twenty dollars and ten dollars costs.

THAT $10,000,000 CONTRACT

Many Interesting Features in Connection With Latest Undertaking of Foley, Welch & Stewart.

There are many interesting features of construction connected with the contract just signed by Foley, Welch & Stewart for the second section of the Grand Trunk Pacific east of Prince Rupert. The problem of getting in plant, powder as well as sufficient supplies for horses and men to last all winter is quite formidable and its solution will require care. The steamboat service will be taxed to the limit during the next two months. Five river boats including two owned by the railway contractors will be engaged in forwarding. To obviate the danger of making the ascent of the dreaded Kitsalas canyon, the scene of many wrecks and drownings, the steamboats will be located on the lower and upper reaches of the Skeena and the outfits and supplies will be discharged at the bottom of the canyon and packed overland or hauled by tram for a distance of a mile and a half. Of the three new steamboats about to go into commission, two are owned by the Grand Trunk Pacific railway. The work on the 140 mile section is not as heavy as on the first 100 mile contract but includes the driving of five tunnels, one of which is in the Bulkeley valley and will have a length of over 2,500 feet. The line from the end of the first section will follow the right or west bank of the river to a point 16 miles below Hazelton, crossing the river by a cantilever bridge at an elevation of seventy feet above the water. Then the line leaves the Skeena and taking a northeasterly bend ascends the south bank of the Bulkeley river, passing within three miles of Hazelton. It is a certainty that work along nearly all the second section will be in progress before the end of the year and an actual start at construction will be made before steamboat navigation on the upper river shall have closed. With the award of this contract there now only remains a gap of less than 450 miles of line on which construction will not soon be in progress. The gap is the interior section between Tete Jaune Cache, fifty miles west of Yellowhead Pass, and Aldermere in the Bulkeley valley. The same railway firm is now building a 180-mile section of the line from the McLeod river, Alberta, to Tete Jaune Cache. This section is to be finished a year from November next.

CRIMINALS IN CUSTODY.

Bertrand Lee Returned to Tacoma, While Fritz Dean Goes East.

Dectective Fackler, of Tacoma, left Vancouver yesterday with Bertrand Lee, a deserter from the United States navy, who was arrested in the Terminal town on a charge of vagrancy after being found with a woman who gave the name of Celena Hughes. Lee was wanted in Tacoma not only on a charge of desertion, but also theft, it being alleged that he robbed another sailor. The Hughes woman, according to information received by the police, eloped with Lee, taking her 5-year-old child with her.

Dectective Fackler has been unable to locate the woman's husband, and therefore she could not be prosecuted. Lee will be turned over to the naval authorities, who want him for desertion. The ship on which the sailor who has been robbed is signed to leave Tacoma in a day or two, and it will be impossible to prosecute Lee on the theft charge. Lee agreed to go back to Tacoma, waiving extradition proceedings.

Detective Mahoney, of Windsor, Ont., is also in Vancouver, having in custody Fritz Dean, alleged to be one of the most notorious "bank sneaks" in America. Detective Mahoney some time ago heard that Dean, who is wanted for false pretences in Windsor, was in hiding in Los Angeles, and went there after him. Dean's capture was easily affected with the aid of Los Angeles detectives. Dean is 58 years old and has spent many years behind the bars. He has a long record, and it considered by famous detectives to be one of the cleverest of criminals. He usually operates around banks by securing money on bogus securities. The detective and his prisoner will leave tonight.

LABOR IS IN DEMAND.

The Only Possible Obstacle in the Way of Completing G. T. P. on Time.

With sufficient labor there will be little trouble in completing the Grand Trunk Pacific by contract time, is the declaration of both Mr. Collingwood Schrieber, consulting engineer for the Dominion government and engineer of the National Transcontinental, and Mr. B. B. Kelliher, chief engineer of the G. T. P., who have just gone north.

"British Columbia needs the railway badly, and her people want it," Mr. Schrieber remarked to the News-Advertiser, "and yet they insist upon the agreement with the contractor that none but white labor must be employed. The trouble is white men are not available, and though I am continually after the company to put on more men they cannot find them. I do not see why the contractors are not allowed to have any men they can get. If they must be foreigners, then let them come in with the consent of the government under contract so that they may be deported at the conclusion of the work. I think this difficulty might easily be got over."

Mr. Kelliher says there are 3,000 men or more now employed on construction in British Columbia, and 10,000 or more could be put on. They have tried everywhere to get labor, but have found it impossible. Railways need men in the States and with climatic conditions more favorable the white men are stepping across the border.

"Not that we want anything but white men," Mr. Kelliher said. "I prefer a white man any day as he can do better work than any other kind of a man, no matter what color he is, and white men get from $2.50 to $3.00 a day, which we could not pay to an Italian or an Asiatic, but we want labor of any kind. They need not necessarily remain in the country afterward. The contract has now been let for another section of 136 miles east of Copper River to Aldermere, and all the men we can get are now employed on the first section east of Prince Rupert to Copper River. What are we to do? You people want the line and we want to get it built, for this tying up of money in constructed lines means additional expense. The labor problem is certainly a big obstacle."

Mr. Schrieber and Mr. Kelliher came to the coast from Edmonton. They inspected the line for 150 miles west of Edmonton, and after conferring with Mr. Charles M. Hays and Sir Charles Rivers Wilson at Prince Rupert, will make a trip over the route as far east as Aldermere.

Mr. Schreiber reports that the new railway has been ballasted between Edmonton and Winnipeg, and that passenger trains are running 565 miles west of the latter city to Wainwright. Rails have been laid to 50 miles west of Edmonton. The two engineers have just completed an inspection of the section from Edmonton to the Macleod River, a distance of 120 miles.

THE FIRE-SWEPT KOOTENAYS.

Reports of Damage Very Considerably Exaggerated—Deserted Towns Figure Sensationally.

The advent of the annual epidemic of forest fires, particularly active in the two Kootenays, would seem to have been accompanied this year by more than ordinary activity on the part of the press correspondent, who has been able to make conditions appear infinitely worse than they really are to the innocent Easterner, and that without actual deviation from the literal truth. There are in the Kootenays the fantastic ghosts of numerous boom cities, which had their short periods of metropolitan aspirations and frontier town activity. Then railway construction or mining or whatever it was that brought them into being, passed on, and the towns were left to loneliness and decay. Occasionally a bush fire does the country a service by clearing the ground of these souvenirs of booms that have had their day. And then the press correspondent can say quite truthfully that fire completely destroyed the city of Brooklyn, or whatever the place may have been, without necessarily mentioning that the place has had no inhabitants since its own particular little boom collapsed. In Rosebery, which fire destroyed on Saturday, it is understood there were two occupied houses among the buildings burned, one of which the family had to leave so hurriedly that few of the household treasures escaped the flames. Grand Forks was never in danger, as correspondence alleged, and in all districts yesterday rain fell, reducing the danger of losses to a minimum. The "valuable timber" reported in a Winnipeg despatch to be menaced by fire on lower Arrow Lake was really a tract of scrub reported of no commercial value, and which residents were glad to see consumed. No damage has been done to the mills of the East Kootenay Lumber Co., the Otis Staples Lumber Co., of Cranbrook, or the Wattsburg Lumber Co., which is the one industry of the town of Wattsburg, and the principal "heavy losses" entailed on the lumber companies have been in time of employees detailed to fight the fires when they have come in dangerous proximity to destructible property. Along the Great Northern line south from the Copper camps of the Boundary district and at various points on the Crow's Nest Pass division of the C. P. R., the fires appear to have been the worst, but with an aggregate loss of less than $20,000 all told, according to official advices, the situation can scarcely be truthfully represented as serious. Indeed, the loss has been lighter than in any season during the past twenty years, thanks to improved regulations and facilities for the prevention of fires. Timber has been on fire near Marcus, Darts, Arrowhead, Michel, Fernie, Hosmer, Coal Creek, Morrissey, Creston, Cranbrook, Jaffray and Moyie, but in the majority of cases it has been growth of small commercial value. At latest advices the principal danger was in the hills along the Nelson-Rossland branch of the C. P. R., where several bridges and railway buildings have been destroyed. The forests are also alight in the vicinity of Creston, and at Troup Junction, in the neighborhood of Nelson. Reports are awaited with some anxiety from Sparwood, Galloway, Cricato, Bonnington, China Creek, Nakusp and Elko. On Vancouver Island the only serious fire of the season, thus far, was in the vicinity of Duncan, and threatened for a time the safety of the old Quamichan Lumber Co.'s mill. Small actual damage was done.

McCandless Bros.

Seven-Day Sale

Of

Men's and Boy's Clothing Commences Saturday Morning, Aug. 28

Be on hand for some of the Big Bargains
Extra Special Reductions on Boys' Clothing

McCANDLESS BROS.

557 Johnson Street