THREE PERISH IN PRAIRIE FIRE

WOMAN AND HER CHILDREN DEAD

Lose Lives While Attempting to Escape From Advancing Flames.

(Times Leased Wire.)

Winnipeg, Man., Oct. 2.—Overtaken by a prairie fire from which they were attempting to escape, Mrs. Frank Grover and her two children, Catherine, aged four years, and Dorothy, aged three years, were burned to death on a farm near Lee, Alberta, yesterday, according to dispatches which reached this city to-day.

Mrs. Grover was in the farm house with her babies when she saw the sheet of fire approaching rapidly across the level land. Terror-stricken, she picked little Dorothy up in her arms, and dragging Catherine by the hand, the woman fled from the house.

The flames, fanned by the breeze, soon caught up with her, however, and enveloped the mother and the tots she was trying to save. In a few minutes the wall of flame passed, leaving in its wake the dead bodies of the mother and children.

When discovered later by farmers, Mrs. Grover's body was found on top of the two children, indicating that she had attempted to shield them from the raging fire by sacrificing herself.

NEW NOTICES IN PROVINCIAL GAZETTE

Company Incorporated to Engage in Oyster Cultivation.—Appointments.

(From Friday's Daily.)

Notice is given in this week's issue of the British Columbia Gazette that certificates of incorporation have been issued to the B. C. Farms' Company, Ltd.; the Kelowna Brewing Company, Ltd.; the Nanoose Bay Oyster Company, Ltd.; Pacific Pressed Brick Company, Ltd.; Pacific Securities, Ltd.; Realty Securities Corporation Ltd., and the Saturday Sunset Presses, Ltd.

The Nanoose Bay Oyster Company is capitalized at $30,000, and purposes entering into the branch of the fishing industry indicated on the east coast of the island. Among the objects of the company are the manufacture of any products or by-products of oysters, clams and sea products, and the carrying on of oyster and clam growing and culture in all their branches.

Notice is given that the Court of Revision for the purpose of hearing and determining any or all objections against the retention of any names on the registers of voters for the Victoria city and Esquimalt electoral districts will be held on November 1st at the court house.

Notice is also given of the following appointments:

Edward Murphy, of Aldermere, to be justice of the peace.

William N. Rolfe to be government agent at Nicola, deputy assessor and collector, collector of revenue tax and registrar under the "Marriage Act" for the Nicola assessment district, mining recorder for the Nicola mining division, assistant commissioner of lands for the Kamloops division of the Yale land recording district, and water commissioner for the Nicola water district.

Edgar C. Lunn, of Nicola, to be a clerk in the government office at Nicola.

Walter R. Dewdney, of Grand Forks, to be acting government agent at Grand Forks, acting mining recorder for the Grand Forks mining division, acting district registrar of the Grand Forks registry of the Supreme court, acting registrar of the County court of Yale, acting registrar for the purposes of the "Marriage Act" from September 16th during the absence on leave of S. R. Almond, government agent.

Thomas M. Bowman, of Nelson, to be deputy district registrar of the Kootenay land registration district in place of A. L. Johnson, barrister at law, resigned.

William E. B. Moneypenny, of Trail, and Paul Pentecost, of Vancouver, to be provincial constables.

Colin Campbell, of Windermere, to be chief constable of the Northeast Kootenay police district.

A. H. Watson to be acting government agent at Fernie, acting deputy mining recorder, acting collector of revenue, acting registrar under the "Marriage Act," and acting deputy district registrar under the "Births, Deaths and Marriages Registration Act," during the absence on leave of J. A. T. Alexander, government agent.

Einar Jensen, of Creston, to be deputy mining recorder for the Nelson mining division in the place of Joseph Wilson, deceased.

MURDERER STILL AT LIBERTY.

Another Posse Starts in Pursuit of Indian Who Killed Sweetheart and Her Father.

Banning, Cal., Oct. 2.—Bound for Warren's ranch, 28 miles from this city, a third posse, under Deputy Sheriff Wallace Evans, started at midnight to take up the trail of the Indian murderer, Billy Boy, who killed aged Mike Boniface and his 14-year-old daughter, Mary Nita. The posse expects to follow the fugitive's trail into the San Bernardino mountains. Sheriff Ralphs, of San Bernardino, and his deputies are waiting at the desert side of range should the Indian attempt to break through and take to the desert.

The body of Mary Nita, which was brought here yesterday by Deputy Sheriff Benjamin de Crevcoeur, is horribly bruised and mutilated. The girl evidently had suffered terribly at the hands of her abductor before came.

CORNER STONE OF MOSS STREET SCHOOL

Ceremony Connected With It Will Take Place To-Morrow.

(From Friday's Daily.)

The ceremony connected with the laying of the foundation stone of the new Moss street school will take place to-morrow afternoon at 2 o'clock. The school is located at the corner of Moss street and Fairfield road. Work has advanced far enough to allow of the corner stone being put in place.

George Jay, chairman of the board, will do the honors in connection with it. The stone will contain the usual papers.

The members of the school board and many citizens are expected to be present at this ceremony.

MINISTERS RETURNING TO THE CAPITAL

Hon. W. Templeman Reaches Ottawa—B. C. Questions to Receive Attention.

(Special to the Times.)

Ottawa, Oct. 2.—Hon. Wm. Templeman arrived this morning after an absence of three months in British Columbia. With his return several questions affecting British Columbia will be dealt with by the government, including the appointment of the new Court of Appeal, and a successor to Lieut.-Governor Dunsmuir.

After next week all the ministers, with the exception of Hon. F. Oliver, who will remain in Edmonton till the end of the month, and Hon. R. Lemieux, who is attending the postal conference at Berne, will be back in the capital.

piration of this time it is believed that he will be granted still further time.

That John R. Walsh intends to fight to the last ditch was indicated in a statement that he gave out late to-day. He said:

"I am stronger to-day than ever before and most certainly have not given up hope. We have not defaulted any interest and when the time comes this will be proven. I am far from being down and out. The splints were taken off my broken arm to-day and I feel much better than I ever did in my life before."

NOT OPPOSED TO STATE-OWNED CABLES

Hon. A. B. Aylesworth, However, Does Not Favor Expenditure at Present.

(Special to the Times.)

London, Oct. 1.—Hon. A. B. Aylesworth, speaking to the Canadian Associated Press said he was not unfavorable to state-owned cables, but at present thought the money might better be expended on other purposes.

The above has reference to the charges recently made by the Ottawa Journal that Sir Richard Cartwright and Hon. A. B. Aylesworth had balked the scheme for a reduction of press rates on the Pacific cable as promised at the press conference. Canada is a partner in the cable and must consent to any such arrangement.

DROPS DEAD ON STREET.

Toronto, Oct. 2.—Geo. J. Fry, president of the George J. Fry Company, wholesale liquor dealers, dropped dead last night on Queen street. Heart failure was the cause of death. He was 65 years old and leaves a family of three sons and three daughters.

New York, Oct. 1.—Justice W. Gaynor, of the United States Supreme court, was nominated last night for mayor of Greater New York by the Democratic city convention.

REACHING ISLAND FROM MAINLAND

SUBJECT OF FERRY ROUTE EXPLAINED

W. B. Anderson Gives Some Facts Concerning Approaches.

While the question of the best method of making the connection between Vancouver Island and the mainland of British Columbia is again prominently before the public, the following interesting information contributed by W. B. Anderson as a result of his investigations on the spot, will be of more than passing interest. Mr. Anderson writes:

Now that the old question of rail connection between Vancouver Island and the mainland is again being actively revived, perhaps a few hints on the subject from one who has travelled the northwest coast for many years may be of interest to you and those of your readers who have this all important matter at heart, a subject that to me for one, seems to mean the life or death of this island. The quick and active life, if the coup is accomplished, the slow, lingering death, the loss of this island's dormant resources to the present generation at least, if that connection is not speedily made.

We have in past times heard much of a projected bridge over Seymour Narrows, have been regaled by newspaper stories of the easy feasibility of the scheme, have had pictures drawn of the strings of cars from Eastern points running direct to Victoria via the Seymour crossing, but up to a very short time ago this crossing was invariably spoken of as though it was to be by means of one bridge, the bridge over the Seymour Narrows. Latterly, however, these office explorers have evidently discovered that when Seymour Narrows is crossed the costly. Once at the head of the inlet, the road goes on up the Southgate river, gains the pass into the Chilcoten country, and the world lies before him. This last portion is, comparatively speaking, easy. I have noticed that the Victoria board of trade have lately interviewed the premier relative to an exploratory survey of this Bute Inlet route. I hope sincerely that their request will be granted, for then the public will know, officially, with perhaps a few dozen more appalling facts, what I have striven to explain to you privately. But why do not the board of trade or the people of Victoria, en masse, ask for a survey of an alternate route, a route which will cut out all the expensive bridges, and conect by means of a short ferry? Since leaving Seymour Narrows, by the time just laid down, we have been travelling practically north, turning more to the east as we make for the pass from the head of Bute Inlet. Let us now stop at the pass, turn to the westerly, and follow a line which I wrote about first some years ago. From where we stand the line we intend to take forms, with the line we have just come, one side of an acute triangle, irregular, for the side down Bute Inlet is 60 miles to tide water, the projected line perhaps 90, and the coast line between the two points about 20. Now, mark this fact. By the Bute Inlet line you must drop a given number of feet in 60 miles, less in fact, for your road must drop to near sea level up the inlet to be possible. By the alternate line, you have in the neighborhood of 90 mies to drop the same number of feet. Quite an item, when heavy trains are being drawn up grade, instead of being let down. We now follow this new line, and debouch on the seashore at a point somewhere between Elenkinsop bay and Port Neville, on Johnstone's straits. Preferably, I think, at the first named bay. Fairly level land, and a good beach greet our eyes at the shore, and across three short miles of an inland strait, lies Vancouver Island, with no intervening obstruction to the passage of a strong steam ferry carrying a train of cars. From the shore on the Vancouver Island side, exceptionally easy grades for a railway can be found down the coast to Victoria, and equally easy ones in a northerly and westerly direction to the north end of the island and Quatsino Sound, the ultimate goal of western railway extension for the Oriental trade. The route I have thus pointed out, from an opinion based upon personal observations, and from what I have learned from prospectors, timber cruisers, and surveyors, I judge to be not only feasible, but easy, for a mountainous region like the entire British Columbia coast is. No matter what the difficulties may be, however, the fact should not be ignored that if the Bute Inlet route was adjudged practicable, a line of so much greater length, through country of much the same character, must necessarily give easier grades, and more chances to avoid heavy rock cuttings, than the first named. I have heard it asserted that a steam ferry across Johnstone's straits would be difficult, owing to the ebb and flow of the tide, and the wind which at times draws through that waterway. In answer to this, I will ask my readers to inquire whether or not the great ferry across the Columbia at Kalama, which was operated for so many years, ever was troubled by wind or water to any appreciable degree. I am quite confident in asserting that a ferry which could successfully cross the Columbia at the point named, would have less trouble in carrying its load of cars across our little inland straits.

I have already drawn this out beyond the limits of your forbearance, but I wish to say in conclusion that first, railway connection will be the life of this island; second, the road which first makes that connection will hold the key to the trade of the Orient; third, the board of trade, and every man and woman of Victoria, and of the island, should put shoulders together and give a mighty heave for that railway, and the first step in that direction will be to have a proper survey made, not only of the Butte Inlet route, put of the country over which I have tried now to take you. We are now in an age of railway expansion, this island is now on the divide between the old somnolent obscurity, and a lively prosperity; which shall it be?

ASSISTANT TO CITY ENGINEER REACHES TOWN

James Bryson Takes Up Duties at Once Under Mr. Topp.

James Bryson, who has secured the appointment to the position of assistant city engineer under C. H. Topp, has arrived from Nanaimo and will this evening be introduced to the aldermen at the meeting of the streets, sewers and bridges committee. Mr. Bryson will formally join the staff at the city hall to-morrow, and immediately "get in harness."

Mr. Topp plans that Mr. Bryson will be placed in charge mainly of all street maintenance work, as he is a thoroughly practical man, he is expected to give good satisfaction in that capacity.

Mr. Bryson, though a young man, has already had considerable experience. He was for a time on the engineering staff at the city hall at Ottawa, and won an enviable record while at the capital of the Dominion. Some months ago Nanaimo was in need of a city engineer, and it was upon Mr. Topp's recommendation that Mr. Bryson was given the position at the Coal City. While at Nanaimo Mr. Bryson superintended some important civic work and gave every satisfaction.

POSSIBILITIES OF PEACE RIVER DISTRICT

Plums Grow 350 Miles North of Edmonton—Work at Experimental Station.

Word has just been received from the dominion experimental station at Fort Vermillion, in the Peace River district, under date of August 16th. The superintendent reports everything moving favorably at the station, with the prospect of excellent returns for the season. The apple and plum trees set out three years ago have done wonderfully well, and the superintendent states that he will have a particularly interesting report to make at the close of the season, which will likely come as a surprise to many people.

This station was established three years ago by F. S. Lawrence, and the returns have given valuable additional proof of the tremendous agricultural possibilities of the Peace river district. It is interesting to note that this station is in latitude 58-29, fully 350 miles due north of Edmonton, and is reached at the present time by a somewhat circuitous route of 700 miles. Surveys are being rapidly pushed in this district, and in spite of the distance from railway communication, settlers are even now finding their way into these districts.

ARE DISCUSSING THE PROPOSED STEEL WORKS

Committee of City Council Interviewing Representatives of Moore oCmpany.

(From Friday's Daily.)

The special committee of the city council consisting of Ald. Turner, Stewart and Raymond, have had a series of conferences with Gibson S. Arnoldi, representing J. A. Moore, and Herbert Law, a San Francisco financier, relative to the project of establishing large steel and iron works in this city or immediate vicinity.

It had been hoped that Mr. Moore would be able to come to Victoria, but he is unfortunately ill at Seattle. The gentlemen mentioned, however, are empowered to conduct the negotiations with the city in his absence. The representations made to the special committee are along the lines already indicated in the Times—that the company will agree to erect a plant costing $3,000,000, employing 500 men and occupying 1,500 acres should the city be able to offer a suitable site on the waterfront of 300 acres with freedom from taxation.

The committee, accompanied by Messrs. Arnoldi and Law, have driven to various points throughout the city and environs, and at Esquimalt and Cadbora Bay inspected land which seems suitable for the purposes of the company.

This is being done preliminary to the proposition being put in writing, when the committee will submit a report to the council. It is hoped to be able to have the report ready for submission at the meeting to be held on Monday evening next.

FALL PROVES FATAL.

Ottawa, Oct. 2.—Sister Mary Emmanuel, aged 51, a lay sister at the Precious Blood convent, was killed through falling from a ladder in the sanctuary of the convent last evening. She was washing the ceiling near the altar at the time, when the ladder slipped, and with it she fell. Her head came into violent contact with the floor, and she died within a few minutes.

—A special meeting of the Local Council of Chosen Friends will convene in the A. O. U. W. hall to-night at 8 o'clock for a closing organization meeting. Thirty new members have recently joined the Chosen Friends and to-night Organizer Mallett will take leave of the local council.

STEAMER ELLA TAKES A FUL LCARGO SOUTH

Sailed This Afternoon For Coast and Central America.

(From Friday's Daily.)

The Jebsen liner Ella, 3,510 tons, C. S. Baxter, agent, for Mexico and Central American ports, arrived at the outer wharf this morning from Seattle, and left again this afternoon on her journey south. The Ella takes a full cargo south from Seattle and Victoria. Here she took on seven race horses that have been stabled at the Willows since the race meeting, belonging to the Shilling, Green and Horning stables. She also carried a quantity of household goods for passengers en route to Mazaltan. Her full cargo was 1,300 tons.

The passenger list from Victoria was: To San Francisco, D. E. and Mrs. Washington, C. L. Hinds, C. Hornung, J. G. Green, A. Yaeger and S. Jeffries. For Mazaltan, Misses L. Anderson and Mellarton. For San Pedro, C. N. and Mrs. Young, and H. Cutter, wife and child. For Los Angeles, Mrs. Evans. There were seven second class passengers.

LONSDALE HAS FREIGHT FOR EASTERN CANADA

Tehauntepec Route Is Being Favored By Atlantic Shippers.

(From Saturday's Daily.)

The steamer Lonsdale, Canadian-Mexican line, went south last night with a cargo consisting of railway ties and salmon. She was in command of a new captain, Capt. Lindgren having resigned when the steamer was at Vancouver.

The Lonsdale came from the Mainland yesterday morning and had been loading ties at Cowichan Bay. She is taking considerable freight for Eastern Canadian points. The freight will be shipped over the Tehuantepec railway and freighted up the east coast by water.

Captain Worsnop, manager of the line, who is in Victoria to-day, says that the company has now 4,500 tons of freight in Eastern Canada that is being sent down for shipment by rail across the continent and brought up the Coast by the Canadian-Mexican line steamers. The cargo delivered by this route takes 45 days, and he says the route is becoming much favored by shippers on both sides of the continent in preference to the all land route. The Eastern freight is now en route. The Lonsdale took 800 tons of freight on the down trip.

PRETENDER TO THRONE BURNED TO DEATH

El Roghi Set on Fire After Being Mauled By Lions.

Paris, Oct. 2.—A dispatch to the Matin from Fez says that inquiries show that El Roghi, the pretender to the throne of Morocco, who was executed at Fe in the middle of September, was put to death by Sultan Mulai Hafid himself under circumstances of revolting cruelty.

According to the correspondent, the monarch, assisted by his servants, dragged the pretender into a cage of lions, and the animals, which leaped upon the manacled captive, inflicted horrible wounds.

Then as El Roughi fell to the ground motionless the lions left him alone, despite the goads of the Sultan, who thereupon pulled his still living victim outside the cage with hooks and emptied a can of oil over him and set him on fire, feeding the flames with oil-soaked rags until nothing but the charred bones of the pretender remained.

WILL NOT MOVE.

Toronto, Oct. 2.—Sir Thomas Shaughnessy, in an interview last night, declared that the C.P.R. had no intention of leaving Toronto's waterfront and establishing their stations and yards at North Toronto.

DEMOCRATS NOMINATE.

Boston, Oct. 1.—With singular unanimity and most unparalleled harmony, the Massachusetts Democratic convention named its state ticket, headed by former State Senator James H Vahey, and adopted a platform of party principles. The ticket: For governor, James H. Vahey, Watertown; for lieutenant-governor, Eugene H. Foss, Scituate; for secretary of state Prof. Arthur T. Clark, Williamstown; for treasurer and receiver general James H. Bryan, Westfield; for attorney general, Harvey N. Shepard, Boston; for auditor, Alexis Boyer, jr., Southbridge. The party leaders feared that the refusal of Mayor John T. Coughlin, of Fall River, to withdraw his candidacy for the nomination might cause a split, but Mr. Coughlin took his defeat gracefully and promised Mr. Vahey and the party the unqualified support of himself and followers.

—Secretary Smart of the B. C. Agricultural Association is engaged making up the accounts for the late fall fair. He hopes to be able to have a statement ready during the coming week. It is anticipated that there will be a small deficit.

—The death occurred in Vancouver on Friday of Mrs. Mary McGraw, wife of James McGraw, of this city. Deceased, who was aged 84 years, was a native of Liverpool, Eng.

J. B. A. A. BASEBALL TEAM

The above team represented the club throughout the season. They are as follows, from left to right: Back row—D. O'Sullivan, pres.; R. Whyte, c. f.; K. T. Hughes, 1st b.; R. Brooker, r. f.; V. K. Gray, manager. Sitting—F. F. Brown, s. s.; J. Grey, c.; S. J. Winsby, l. f.; S. J. Shanks, 3rd b. (Capt.); R. H. Shanks, 2nd b.; A. V. Jeff, c. f.; F. McIlmoyl, p.

—Photo by Skene Lowe.

CHICAGO BANKERS AID JOHN R. WALSH

Will Give Him Opportunity to Save Part of Wrecked Fortune.

(Times Leased Wire.)

Chicago, Oct. 1.—The Chicago banks are giving John R. Walsh, the convicted defaulting banker, every opportunity to save part of his wrecked fortune. Despite the fact that he defaulted the quarterly interest on $7,000,000 advanced by Chicago institutions to pay the depositors of the Chicago National Bank, of which Walsh was the head, there seems to be little disposition on the part of these banks to press Walsh for the payment of this money.

Interest of $71,000 was due on the above amount July 1st, and the 90 days of grace expired yesterday. Bankers to-day declared that they are willing to grant Walsh 20 more days in which to pay the interest.

If it is found that Walsh is unable to make good the amount at the ex-

SIX PERSONS ARE FATALLY INJURED

Automobile Jumps Culvert and Drops Into Ditch—Tank Explodes.

(Times Leased Wire.)

San Antonio, Tex., Oct. 1.—Six persons were fatally injured to-day when an automobile became unmanageable, jumped a culvert and dropped into a ten-foot ditch. The fatally injured are: Janek Foster, of New Orleans; Sirus L. Johnson, C. D. Wesley, Mrs. C. D. Wesley, Mrs. J. H. Brack, all of San Antonio; Barry Cottam, Marfa.

Following the accident the gasoline tank exploded and the machine caught fire. The victims were thrown clear of the car. The machine was totally wrecked.

—A resident living near Beacon Hill park complains that a number of the geese in the park are being kept confined under the band stand and describes the treatment as cruelty.

—o—

One used to say—"Farther, farther." The cries of the day (says the Paris Temps) are "Higher, higher!" and "Quicker, quicker!"

wayfarer finds himself, not on the mainland of British Columbia, as the majority of their readers had been led to believe, but on a biggish island, the west Valdez. A journey of perhaps six miles will bring him to another swift flooding channel, the Surge Narrows, fully as wide as Seymour bridge No. 2. Crossing this, he finds himself on the small middle Valdez, crossing which he finds a third rapid channel, narrower than the last, the "Hole in the Wall." Bridge No. 3. On the far side of this channel is the upper Valdez, the most northerly of the group, and traversing this last, the seeker for the mainland finds himself at the Eucletaw rapids, bisected at the mouth by Stewart island, the farther channel being known as the Arran rapids. Two courses are now open to the traveller. One is to throw bridges across to Stuart island, and from thence to the mainland across the Arran, or else go farther up the Eucletaw opposite two small islands in the channel and carry on the operation there. In any case he will find himself with not less than five enormously expensive and difficult bridges on his hands. He has now reached an immense chain of mountains which skirt Bute Inlet its entire length, and his last bridge has landed him close to the mouth of that waterway, and his next operation must be to blast out a roadbed from the solid rock, practically the entire forty miles or so along the shore of the inlet. Practicable; yes, but exceedingly difficult and