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CITY AND PROVINCIAL ITEMS

From Thursday's daily.

—Panthers are unusually numerous on the Island this season.

—Gideon Smith, a well-known farmer of Warnock, dropped dead on Tuesday. He had suffered from heart disease.

—The steamer Signal is in from the Portland with 600 tons of flour for transshipment by the Empress of Japan to the Orient.

—R. G. Macpherson is removing his drug store to Kamloops, where he will open in business. Mr. Macpherson's health demands the change.

—The residence of Beaumont Boggs, of Victoria, was damaged $80 worth and books and clothing $200 worth on Wednesday by fire.

—Geo. Rice, a half-breed fisherman of Ladner's, was found dead in his boat in the mouth of the Fraser River yesterday. He was subject to epileptic fits and died of their effects.

—The Colonist says that the Sun Life Assurance Co., having recently turned its attention to Canadian business in connection with their investments in British Columbia, he finds it necessary to remove his headquarters to the Mainland.

—Inquiries have been asked to trace the whereabouts of Charles Short, who, in 1887, was a C. P. R., employe. Any information concerning him will be thankfully received by his sister, Miss Nellie Short, 60 Great Union Road, St. Helens, Jersey, England.

—The information brought by the Emma, of Japan, of the catches of British Columbia sealing schooners "on the other side" is far from encouraging to those interested in the industry. Where last season the British Columbia vessels alone secured 48,993 skins, this year's estimate for Canadian, American and Japanese vessels is but 42,000. Messrs. R. P. Rithet & Co., Ltd., make up this total from their latest memoranda, as follows: Landed at Japanese ports, 28,695; reported afloat, 5,970; and estimated additions, 7,335. The only hope now is that the Bering Sea may be productive of profitable returns. The fleet is this year the largest ever to enter Northern waters, and as great numbers of seal are known to have gone in this spring, vessel owners cheer themselves with the entertainment of the hope that the fleet will after all come home well laden.

—J. Roedde, practical bookbinder, paper ruler and blank book manufacturer, Horne block, Cambie street, Vancouver. Orders from the country will be promptly attended to. Correspondence solicited.

From Friday's daily.

—Not a single Japanese laborer for British Columbia arrived by the Empress of Japan. There were five steerage passengers, but they were all bound for New York via Victoria, and are now in the mercantile trade as apprentices.

—A fire broke out in the wood-work of the water-closet in the Turner block, above the store, this morning at dusk. It was noticed at about 5 a.m., and the brigade notified. A quick run was made and the blaze speedily put out, though not before a big hole was made in the wood-work. It is thought to have been started by a match or cigar butt dropped the night before, it apparently having smouldered for some time before bursting into flames.

—The funeral of the late Mrs. H. Fry took place to-day from the residence of W. H. Armstrong to the C. P., wharf, the remains being taken over on the Charmer for interment at Duncan's. Mr. Fry is a member of the Knight's of Pythias, and as an expression of sympathy the local lodges sent a handsome floral triangle to lay on the coffin. The pall bearers were: Dr. Armstrong, D. Armstrong, J. Armstrong, J. Woodrow, W. Pace and A. Morrison. W. H. Armstrong went over to attend the funeral at Duncan's.

—The list of foreign and home companies, heavily capitalized and having for their mission the development of British Columbia's mineral resources, has received five important additions during the past week, as noted in the Gazette of yesterday. The companies are the Iron Horse Mining and Milling Co., and the Kootenai Mining and Milling Co., both of Spokane, and each capitalized at $1,000,000; the Crown Point Mining and Milling Co., also of Spokane, with capital of $500,000; the Western Prospecting and Promoting Co., of this city, $100,000; and the Kootenay Consolidated Mining Company, also of this city, $500,000.

From Saturday's daily.

—W. W. B. McInnes, of Nanaimo, has accepted the nomination to contest the riding in the Liberal interest.

—McLaren & Armstrong have opened the Kootenay hotel in Rossland. The senior of the above firm is our ex-chief.

—The cattle train, consisting of 15 cars, from Ladner's for Montreal has reached its destination. It is to be hoped the venture will prove a success.

—Mrs. John Winger, aged 55, residing at the corner of View and Quadra streets, Victoria, committed suicide on Friday by taking a dose of carbolic acid.

—The crops in Manitoba and the Northwest are simply immense. Difficulty in reaping the millions of bushels of wheat, oats, peas and barley will be experienced.

Diorama show; prices, 75c., 50c., 25c.

—J. Egan, who has been appointed to the position of station master at Lytton, has assumed the duties of this office and removed his family thence from Winnipeg.

—It is understood that a five-stamp mill is on the way from the East, and will be placed on Mineral Creek, for the purpose of aiding in the development of the ledges there.

—Mr. Ruddick, of the Dominion Dairy commissioner's staff, who has been at work in Manitoba and Territories this summer will have charge of the travelling dairy while in British Columbia.

—The local Y. M. C. A. is again without a secretary. A. W. McLeod, who has been secretary for some months, has removed to Tacoma. A successor has not yet been decided on, but members of the executive committee will attend to such matters as are necessary to keep the rooms open in the meantime.

—At the Sunnyside hotel on Friday evening Benjamin Roberts, one of the proprietors, but lately of Pitt Meadows, was married to Miss Agnes Johnson, late of Sweden, Rev. Mr. Ericsson performing the ceremony. G. Nelson was groomsman and Miss Agnes Nelson bridesmaid. A banquet and dance followed the wedding.

—At an inquiry before an agent of the Marine and Fisheries department Victoria as to the grounding of the steamship Warrimoo it was developed that Capt. Arundel was using an incorrect chart several years out of date, which it is believed was as much the cause of the accident as the fog. It was also shown that at the time the vessel struck she was on her proper course according to the worthless chart.

—Chinamen are said to be leaving this Province and passing into the States for the sole purpose of getting their fares paid home to China at the expense of the American Government. In future every Mongolian deported will, upon being placed on the steamer, have his queue cut off. There is no law in the States against this. It is thought that it will stop the practice. The announcement has proved to be a bombshell in the camp.

—On Monday last Albert Sutton was drowned through being knocked out of his fishing boat by the boom when proceeding up the river to New Westminster. He started out to fish this season with Pete Christansen but on July 6th the latter was drowned through the capsizing of their boat. Sutton then got another partner named Cusick. There are so many nets in the river now that it is expected that if Sutton's body floats at all it will be caught.

—A Winnipeg exchange says: Mr. and Mrs. Hamilton Ham and son Norman arrived in the city yesterday from Montreal. Mr. Ham is representing an influential syndicate of British newspapers, which has commissioned him to write up the industries and resources of Manitoba, the Territories and British Columbia. He will be engaged for several months on the work. During Mr. Ham's absence in the west Mrs. Ham will remain with friends in the city.

—Brigadier-General Ruggles, Adjutant-General of the United States Army; Judge C. H. Hanford of the United States district court, Seattle; Judge H. G. Struve, of Seattle and General J. H. Bryant, of New York, at present receiver of the Seattle Lake Shore and Eastern Railway arrived in the city this morning by the Charmer. They are on a pleasure trip and will proceed to Seattle from here by rail. General Ruggles has simply come out from Washington for a trip and is not on official business. He is one of the veterans of the Civil War, graduating from West Point and being appointed second lieutenant in 1856. During the war he saw a great deal of service, being present at the two days' fight on the Rappahannock, at the second battle of the Bull Run, during the siege of the capital of Petersburg, besides other notable engagements. He was Adjutant-General of the army of the Potomac in 1865.

From Monday's daily.

—The contractors for the extension of the railway from Three Forks to Sandon have been let. O'Leary Bros. and Welsh & Jacketto, each get half the grading. Hugh Mann the clearing and the supplying of the ties, and Dan Dunn the bridges, culverts and cribbing. Work is to commence at once.

—Brackman, Ker & Co., of this city, have received the first shipment of this season's oats. They are from the farm of Mr. Wood, Chilliwack. The shipment consists of five tons, and a very fine sample it is, running 46 lbs. to the bushel. Finer oats have not been seen for many a year, and these are from land which was flooded last spring.

—The arrangements for the trip of members of the Victoria Board of Trade to the Kootenay country are well under way, and notification has been sent ahead by the secretary to the various places which are expected to be visited. Revelstoke, Nakusp, Robson, Nelson, Balfour, Pilot Bay, Ainsworth, Kaslo and Trail are on the main route, with side trips to Rossland, Three Forks, the Hall Mines and other places.

—The formality of an inquest touching the death of Mrs. John Wenger, of Victoria, having been decided necessary by the coroner, a jury, of which Joseph Phillips was foreman, sat on Saturday thoroughly sifted the facts and returned a verdict of death by carbolic acid poisoning. A note was added that "we find no evidence of suicidal intent," and the natural conclusion is that the deadly acid was taken by the unfortunate woman by mistake.

—There was a heavy fog on Saturday evening as well as on Sunday. On the evening of Saturday a party of picnickers set out from Jericho to return to the boat house at English Bay towards dusk. Point Atkinson, the entrance to the Narrows, and other interesting places were reached before the landing place shortly before 1 o'clock yesterday morning, much to the disgust of a bevy of girls and several young men.

—The marriage of Frank Sehl, of the Postoffice Inspector's office, Victoria, and Miss Lizzie Styles, daughter of ex-Ald. Styles, of the same city, was celebrated in San Francisco on Thursday evening last, the bride being given away by her father, who has been spending the summer in California. Both of the young people are natives of Victoria, where they have very many warm friends, and it is there that they will make their home.

—The funeral of the late Mrs. Henry Fry took place on Saturday afternoon at St. Peter's church, Quamichan, Rev. J. H. Leakey officiating. The deceased lady had died suddenly in this city, while on a visit to a friend, and the remains were taken down for burial in the family vault in the cemetery adjacent to the Quamichan church. There was a large attendance of sympathizing friends. The following gentlemen acted as pallbearers: Horace Dalby, T. Duncan, J. Maitland Dougall, M. Begbie, J. Mair, and W. H. Lomas.

—A very rich ledge of gold has lately been discovered near Donald. For the past five weeks miners have been washing gold, and making from $1 to $5 per day, but they could not discover its source. They now claim to have reached the ledge which is said to be 3 miles in extent. E. W. Stone, of the Oskaloosa hotel, Canmore, is the happy man, he having obtained his information from a miner who has been living with him for the last year. The greatest excitement imaginable prevails at Donald, as the ledge is said to be the richest yet discovered in the Province. It is only about six miles from the C. P. R. and it will be easy to work and put on board the cars.

From Tuesday's daily.

—In accordance with the resolution of the council, Mayor Collins has written a letter to Hon. T. M. Daly, Minister of the Interior, asking for a lease of that portion of the foreshore opposite the bathing sheds.

—The bridge leading over the C. P. R. track at the foot of Granville street and connected with the depot platform by stairs is being renewed. This is a sign that there is no immediate prospect of the erection of the new terminal buildings.

—Farr, the Winnipeg engineer, who was arrested here on the charge of having set fire to the house in which his wife was sleeping, now occupies the steel cage in Winnipeg jail in company with a Frenchman. When the jail was visited recently the latter was telling his beads and Farr was reading a magazine. Farr said he was in good health but he wished his trial was coming off at once instead of on Nov. 5th.

—The Ottawa Journal in a recent issue said: To quote the remark of R. E. Gosnell, Provincial librarian of British Columbia, when in the east a week ago, the lumber trade on the Pacific Coast is very brisk. This is a report that is confirmed by those who are immediately interested in the matter. Vancouver's mills are busy, and the amount of lumber going into consumption, both for foreign markets, and at home, is large. The mills are more hopeful than it has been for some years, and if with an increased volume of trade the advance in prices made a few weeks ago can be maintained they will bring profit to the mill men that has long been looked for.

—Bootblacks in Seattle, Wash., recently formed a union, its main purpose being to maintain prices and to shut out imported cheap labor. The price of a shine in Seattle has stood at 10 cents as long as the average bootblack's memory reaches back until recently a number of Italians drifted in from the East and began cutting prices. The union will endeavor to maintain the price at 10 cents. Any member cutting below this will be fined 50 cents for the first offence, $1 for the second, and will be expelled from the union for the third. The union was organized with the help of the newsboy's union formed some months ago. Most of the boot-blacks in this city are Italians, but they do not seem the least bit inclined to cut prices. They would be more apt to knife the fellow that dared to break the scale.

From Wednesday's daily.

—G. M. Leishman, representative of the Ogilvie Milling Company, has received a telegram from Winnipeg stating that the frost of Monday night had injured 40 per cent. of the Manitoba wheat crop.

—The appeal re R. Draper and the Surrey Dyking Commissioners was yesterday dismissed with costs by the Divisional court at Victoria, consisting of the Chief Justice and Mr. Justice Walkem.

—The rumor is current at Winnipeg that Deputy Warden Burks is soon to leave Stony Mountain for British Columbia, and that Mr. Burkes will succeed him in this Province to take Mr. Burke's place.

—D. Mann, of Holt & Mann, is jubilant over the fact two carloads of ore recently shipped from the North Star mine to the Everett smelter went $68.70 to the ton.

—J. J. Marshall, a leading merchant of Glasgow, Scotland, who handled the bulk of the canned salmon which found its way into North Britain, is en route to Vancouver. The object of this trip is to endeavor to arrange for the transportation of salmon from British Columbia by rail.

—Dr. E. C. B. Hanington, of Victoria, has been engaged by Mr. Halgarten, an English gentleman, to go around the world with him. Mr. Halgarten was taken ill at Victoria while en route to the Orient and Dr. Hanington's treatment benefited him, hence the present engagement. So large was the offer tendered that doctor could not up his practice. He expects to be away a year or more.

—Alaska exchanges tell of a traveler named Clifton who a few weeks ago was making preparations in Juneau for a journey up the Yukon river, which he intends shall extend 1,000 miles further into the mysterious northern country than any white man has yet reached. He had hired 20 Indians to accompany him, and had bought several packs of dogs for use in sledding. It is said he expectations as to the results of his trip run to great gold discoveries as much as to geographical glory.

A NEW JOURNALISTIC ENTERPRISE

Prof. F. R. Blochberger, of Portland, Ore., editor of the Staats-Zeitung, published daily and weekly, is in the city arranging for a new publication here of a German newspaper, to be called the British Columbia Herald. That there is room in this Province for such a journal goes without saying, and the sons of Fatherland are numerous and in a position to support a sheet published in their native tongue. Prof. Blochberger is making an appeal to his countrymen in business as well as patriotic ground, and as it is his intention to issue a first-class paper it is to be hoped he will receive such a liberal support as his enterprise deserves. It is his intention to publish first a large 7-column 8 page paper, to be folded, pasted and trimmed like a book. In politics the Herald will support the dominant parties in both Canada and Ottawa. As the Herald will be the recognized organ of the Germans of British Columbia its influence for good will be very great. A large part of the Herald's circulated abroad, setting forth the advantages which British Columbia possesses for the farmer, the mechanic, the artisan and the capitalist, and as Germans are devoted to their own language and very clannish, the columns of the Herald will be scanned for information concerning this great northern country. Prof. Blochberger is a practical newspaperman and hopes to turn out such a paper as will at once command the respect and patronage of the public. The company is to be a limited liability one, each share being of the value of $5. Copies of the Herald will be supplied to each shareholder for general circulation amongst friends. The Professor has been instrumental in inducing a large number of Germans from the East to settle in Oregon, near Portland, where they are prospering to their entire satisfaction. He is of the opinion that there is a field in this Province for similar operations and this he intends to cultivate to the utmost extent. We heartily wish the new venture the largest measure of success.

COLLAPSE OF A WHARF.

If you want to see a good case of curvature of the spine go down and take a look at the building on the old Bell-Irving & Paterson wharf. Its back-bone looks worse than Jeremiah Wasp's after he got "cured" of consumption; he described it as a dozen or so of English walnuts on a string. That building's back-bone goes up and down more frequently, than a colonization railroad built for the subsidy. The cause of this is that pesky little critter, the teredo. The wharf was not built yesterday, or the day before, and that "terrible boring" has had lots of time to get in its work. The wharf was repaired some time ago but a few of the piles that were fair to look upon were not touched. Beneath their pleasant exterior they held a honeycomed interior and were about as stable as a politician's promise. Yesterday the Barbara Boscowitz came in from the Skeena with a cargo of salmon. All the afternoon and night the men were busy transferring the cases from the ship's hold to the wharf. About 4 o'clock this morning the latter dropped a foot. The purser of the Barbara Boscowitz was in the office at the time and he swore and tore his hair when he saw the red and black ink beetles tip and mingle their contents in a pretty stream over his manifests. Everybody rushed out into the Province. It's really about another drop and about 8 the weak piles collapsed and the centre of the wharf with the shed went down to the water's surface. Fortunately none of the salmon cases or other stock in the shed slid into the water and after everything had settled men were got to remove it to a place of safety. J. H. Diamond, the wharfinger, was badly cut on the head with a falling board, but beyond that no one was injured. The loss has not yet been appraised.

A BRAKEMAN INJURED.

James H. Jones, a C.P.R. brakeman, met with a painful accident at about 2 a.m. on Sunday. He was at the brake on a car approaching the freight shed and in the thick fog he did not notice the projection of the building until he collided with it and was thrown the full length of the car. Fortunately he did not roll off. He was struck on the right side of the head with the result that the bone of the gum was cracked and several teeth were broken out. He was taken at once in a carriage to the residence of Dr. Weld, who dressed the wounds. The injured man is now progressing favorably.

WHEELER-BRYANT.

A very pretty, though quiet, wedding took place this morning at the residence of R. A. Anderson. The groom was F. J. Wheeler, the popular local representative of the Great Northern Railway, and the bride Miss Edith Gertrude Bryant, of Milwaukee, Wis., who, with her mother, has been visiting in the city during the past month. The ceremony was performed by Rev. E. D. McLaren in the presence of a few friends. The happy young couple left at noon for Nanaimo, Victoria and the Sound cities. The World trusts that their track through life will be clear and the grades easy right through to the terminus.

UNION AND COURTENAY.

A PROSPEROUS AND PROGRESSIVE SECTION OF THE PROVINCE.

A Young City of Three Thousand People Springs into Existence Like Magic Entirely Unknown to the Outside World—What the Enterprising Dunsmuirs are doing for Comox.

From The World Man on the Wing.

At this season of the year quite a number visit the settlement of Comox and the Union mines on Vancouver Island. It is reached by steamer only, as there is not yet a railway nor wagon road. The steamer Joan, a magnificent steamer, which cost about $75,000, built by the Albion Iron Works, Victoria, makes weekly trips to Comox from Victoria via Nanaimo, calling at a number of islands on the way. The writer recently visited the above flourishing settlement, starting from the city of Nanaimo, which is about 53 miles distant from the Union wharf at Comox. Capt. L. P. Locke was in charge of the Joan; J. M. Greenshields, chief engineer, and H. J. Austin purser. J. A. Scott, the steward, is the pioneer of the Province in his line. In the spring of '60 he was on the Julia, plying between Victoria and Olympia. The same summer he commenced on the old Otter. He has now been on the Comox route since '72. John Wilson, who conducts the bar of the Joan, so I have been informed, is the only white man living who first settled in Comox in '62. He pre-empted land about the centre of the settlement that year. But for the past 20 years he has been steamboating on the Comox run. The officers of the steamer have not been with her for any long period, but they are all exceedingly obliging gentlemen. Chief Greenshields has distinguished himself as a swimmer, taking as much at home in the water as gliding over its waves in a staunch craft. The steamer first ties up at Union wharf where she takes a majority of the passengers usually get off for the mines. Comox wharf is six miles farther, across Comox bay. We were conveyed from Union wharf on the Union colliery company's train, a distance of about 11 miles. The company have no license to carry passengers, but they are allowed to ride free at their own risk, and, although the accommodation is not equal to that of lines equipped for passenger service, it beats walking or even driving, all hollow.

UNION REVISITED.

I visited Union a little over two years ago, and since that time the place is so changed that I hardly knew it for the old camp! It could not now be recognized as the same. The company surveyed a plot of land into a townsite, joining the old camp, and it is known as Cumberland. I am not aware of any town in British Columbia that has grown so rapidly as Cumberland, excepting Rossland. At Cumberland, or, for convenience, I will call it all Union, which is the name it still goes by, they claim something over 3,000 of a population. The stone buildings and residences erected are up to the average of any town building. The output of the mines is increasing, and the town is still growing. There were in process of building two new churches, six stores and ten dwellings were applied for inquiries in the company for 26 dwellings, so there are no empty buildings there. Everybody that trade is represented in Union. The hotel accommodation need improvement, which remedy I hear is on my last visit I could not get a bed in the town. I put up at the Cumberland hotel, conducted by Jno. H. Piket, where I found good accommodation, and the most courteous treatment. There is a new hospital at Union which is under the able management of Jas. Reid, and Mrs. Reid is the matron. Grant & Monroe, the mill men, have completed another mill with a capacity of 1,500 feet per day. It is about half a mile from their old one. Both are being operated, and cannot supply the demand for lumber. One of the largest stores in the Province is at Union, owned by S. Leiser, Victoria. It is managed by Mr. Cunningham, and Mr. P. Collis, J. McKim, general merchant, moved from Courtenay to Union and McPhee & Moore left Comox Landing for Union some time since. J. A. Holmes, of Comox, has opened a branch store at Union, but I cannot make mention of all the business places. M. Whitney & Son, who established the News at Courtenay, moved the plant to Union, and the news of the district and world's intelligence in brief is given to its readers every week. Mr. Whitney is an old newspaper man, and he has made a wise selection in locating at Union. He has a large circulation list and a good advertising patronage. His paper is a live one, advocates and upholds the interests of Comox and is deserving of all the support it receives.

THE UNION COLLIERY CO.,

of British Columbia, have now an output of 1,000 tons per day. They have heretofore worked their mines by means of slopes, three in number, from 700 yards in length to 1 1-4 miles. But a new shaft was commenced last May, and has known as No. 5, about 1 1-2 miles east of the main slope. The shaft is 610 feet deep. The machinery should be in running order about the 1st time. When No. 5 is operated for a few months they expect their output to be increased by 500 tons per day. They have commenced the erection of a new washer on Royal Sound, Union wharf, which will have a capacity for washing 600 tons in 10 hours. About 30 carpenters will be employed thereon. A contract was given to Grant & Monroe for 400,000 feet of lumber and about as much more would be required to complete the work. The washer is chiefly used for washing coal for coking purposes. The company are erecting 100 coke ovens; each will make one ton per day. The Union coal is said to be the only first-class article for coking purposes on the coast. They have been running two ovens for some time, and all the coke has been shipped to the British Columbia Sugar Refinery, Vancouver, and the Albion Iron Works, Victoria. F. D. Little, the manager of the mines, has recently been at Butte, Montana; they were paying $12 per ton for their coke. The 100 ovens and washer will be completed in about five months. As smelting has already commenced in earnest in British Columbia there should be a ready market for all the coke they can produce in a short time. The coke used in Montana, if I was informed correctly, comes from Ohio. Coke made at Union is just as strong as any the United States can furnish. The coal washer will cost $60,000, and the 100 ovens over $60,000. All this to be expended before the end of January will mean a great deal for the immediate country. The washer and ovens are to be erected at Union wharf, and recently the latter was called the wharf, the company own a good deal of land there and J. B. Holmes, of Comox, and Union, has considerable land which will be greatly enhanced in value, when the important work is completed. The Union wharf has been lengthened 150 feet, and plans are being prepared for a new bunker to hold 5,000 tons of coal. It will be directly over the ships, so that a door can be opened and the coal run directly into the ships. The Comax mineral springs are about 2 1-2 miles in a southerly direction from the wharf. They were formerly known as Garvin springs. A private company now own them, and they have commenced bottling the water which will be introduced throughout British Columbia. It will bring profit to the mill men that has long been looked for.

Bootblacks in Seattle, Wash., recently formed a union, its main purpose being to maintain prices and to shut out im-

SONS OF SCOTLAND.

A New Camp of the Order Formed—Officers Elected.

The Sons of Scotland has been added to the list of societies in Vancouver, the formation of a camp of that order having been concluded last night in the St. Andrew's Society's rooms, Dunn-Miller block, under very auspicious circumstances. Capt. D. M. Robertson, grand secretary of the order, who is on a visit to the coast, conducted the ceremony. Over 30 members signed the application for the charter, and were duly initiated. The following officers were then elected and installed by Capt. Robertson: Chief, Robert Clark; chieftain, John Johnston; past chief, Major Burnett, late Seaforth Highlanders; chap., to be elected next meeting; sec., T. B. Smith; treas., Robert Mitchell; fin. sec., W. A. Wilson; marshal, Malcolm McLean; standard bearer, John McLennan; senior guard, James Black; junior guard, D. C. Stewart; camp physician, Dr. Bell-Irving; solicitor, to be elected at next meeting; piper, John McIsaac. Three trustees are to be elected at the next meeting. This society is purely a Canadian institution and though of recent origin numbers already over 9,000 members. So popular is it that since its formation, which took place in 1891, it has spread to the extent above quoted. Those desirous of becoming members here should make application to any of the above officers. Special inducements are being offered to those joining the camp before Sept. 15th.

HOPE ECHOES.

Hope, Aug., 17.—The atmosphere has been so dense with smoke and your correspondent's anatomy so much out of order of late that it has been impossible to obtain any echoes for the past few weeks but now that the combination has again been secured we hope to be able to transmit the reverberations as usual.—