OUR OTTAWA LETTER.

The Case of the Steamer Admiral—Something About the Salmon Fishery Commission.

Developments in the Kingston Dry Dock Business—The Baie Des Chaleurs Scandal.

Enormous Subsidies to Railways in Quebec—The Nationality of Members—B. C.'s Members.

OTTAWA, Aug. 8, 1891.—Daylight is beginning to dawn, and there is a prospect of the House rising in about three weeks' time. The evidence in the Tarte-McGreevy inquiry will all be in before this reaches Victoria. It is doubtful whether, beyond the speeches of counsel, there will be much discussion in the committee itself. The desire is to limit the talk as much as possible in committee, seeing that the whole thing will have to be gone over again in the House. Writing in anticipation of Sir Hector's evidence, it is impossible to say how the decision will go with regard to him, but with regard to Mr. Thomas McGreevy the conclusion appears to be a foregone one that the committee will report against him. The one thing which rises up in judgment against him is his ownership of the steamer Admiral, and the acceptance of a government subsidy therefor during the time he was a member of parliament. Grit and Tory alike believed that Mr. McGreevy was telling the truth when he said that circumstances forced him to hold the vessel. As president of the St. Lawrence Steam Navigation Co., he was instructed by the company to go to New York to purchase a vessel. When the Admiral was bought the company had not the means to pay for her, and she was left on his (McGreevy's) hands. Although he made several attempts to dispose of her, he was unsuccessful until this year, and now the old "tub" stands out in judgment against him. Great regret is expressed for Mr. McGreevy. Personally he is one of the finest men in parliament, and it is a pity that in the declining years of his life he should have been placed in such an unpleasant position as that which he now occupies.

THE SALMON FISHERIES COMMISSION.

No positive action has been taken yet in connection with the proposed Fisheries Commission. From all that I can hear it is likely that the matter will be postponed until after the session. Messrs. Dupont and Major have received the unanimous endorsation of the British Columbia members, and there seems to be little doubt that they will constitute part of the commission. As to who the chairman will be, nothing is as yet decided. Mr. Samuel Wilmot has evidently seen the comments of the British Columbia press upon his report, and is averse to acting as chairman. Evidently, he does not like the newspaper opinions about him. The matter rests altogether in the hands of the Minister of Marine and Fisheries, and upon his recommendation the Government will act. From present appearances, it would seem that some other person than Mr. Wilmot will be appointed.

COL. AMYOT'S FIND.

The fiery little member from Bellechase is happy. From the beginning of the session, Col. Amyot has been anxious to discover the identity of Andrew C. Bancroft, the mysterious tenderer for the Kingston dry dock, who was awarded a contract for that work and then subsequently took in, as co-partners, the Connolly Bros. Bancroft is none other than W. R. Hughes, one of Messrs. Connolly's foremen. Nick and Mick are, I suppose, well known to Victoria people. They have "popped up" in connection with two or three inquiries this session and in all of them Mick has given the House the impression that he is one of the smartest men who has been seen here for many a day. The opposition are inclined to make a great ado about the Kingston dry dock contract, but there is no shadow of proof that the Government or the country has been defrauded in any way by the contract being awarded to Bancroft—i. e., the Connollys. "Bancroft" was the lowest tenderer and everybody who knows anything about work of this kind, says that it has been thoroughly well done. Michael Connolly, it appears, was anxious to get the contract, and he simply fooled the other competitors by putting in two tenders.

THE BAIE DES CHALEURS RAILWAY SCANDAL.

The Senate has not had as much excitement for many a long year as it has had this week. An innocent looking little bill—a measure connected with the Baie des Chaleurs Railway Co.—was safely piloted through the Commons and then passed on to the Upper House, where a snag, and a big one at that, was struck. The Baie de Chaleurs road, when completed, will run from New Carlisle on the Restigouche river near Campbellton, along the southern shore of the eastern peninsula of Quebec, terminating at Gaspe town which looks on the broad Atlantic. The road has been liberally subsidized both by the federal and Provincial Governments, and it is because the people of Canada are directly interested in the undertaking, through having aided in its construction, that the Senate Railway Committee came down on the promoters of the road with a thud and asked them how the funds voted for the construction of the road had been disposed of. The early days of the concern were stormy ones. The company got into deep water, and, to-day, there are outstanding claims of the first contractors, Messrs. McFarlane & Co., amounting to several thousand dollars. Instead of McFarlane's claims being paid, as was stipulated by act of parliament, the money has been diverted into the pockets of Mr. Mercier and his chosen allies, the estimated amount being $100,000, in addition to which $75,000 was paid away to the original promoters of the road, amongst which were the two McGreevys. Grittism did not like to have its corns trod upon by an inquiry into the tricky ways of Mr. Mercier in Quebec, and the small band of Grit senators made a great fight to stave off the inquiry, but without success. A full investigation has been ordered under oath, and the senators are now congratulating themselves upon the prospect of unearthing a first-class sensation. But mark Grit inconsistency. When a Tory is caught "boodling," let him be punished; when a Liberal (?) commits a similar offence, he forsooth must go free.

RAILWAY AID.

One of the most important proposals of the session is that which has been presented to the House, this week, and stands in the name of Hon. Mr. Bowell, acting Minister of Railways. It has reference to the proposed cancellation of the North Shore Railway bonds, now held by the Dominion Government, which have a face value of $1,108,626, but represent a cost to the Government of $970,000. For years past the city of Quebec has been pressing the Government to take action in this matter, and, at last, the ancient capital has secured its object. The cancellation itself will, however, be more of a gift in name than in fact to the owners of the road, which are the Canadian Pacific Railway Company. The object of the subsidy is to make the line between Montreal and Quebec, which traverses the country on the north side of the St. Lawrence, an integral part of our great transcontinental line, with Quebec as a summer seaport terminus. It is stipulated, by the cancellation of the bonds, that sundry tangible works shall be carried out by the company. These include grain elevators and flour sheds, improvements of the branch lines, a new rolling stock equipment, especially as regards passenger cars and locomotives, the strengthening of the bridges, and the standard of the road generally raised. On the face of it, the transaction looks a big one for Quebec, but the loss to the Dominion treasury is purely a nominal one, due to the conditions of the agreement entered on when Parliament decided that it was just that Quebec should be treated, in regard to the provincial railways, as the other provinces had been in regard to lines constructed by incorporated companies.

British Columbians might not inaptly ask, when they see such a large transaction as this entered into for the benefit of the Province of Quebec, and enormous railway subsidies granted to other provinces during the past four years, that it is time something was done towards the development of railway construction in the Pacific province. From all that I can hear there seems little prospect of the B. C. Southern Railway securing any subsidy this year from the Federal Parliament. The tangle over the Crow's Nest Pass has suspended matters for another 12 months. The feeling prevails that the company will be able to obtain a renewal of its land grant, or rather that steps can be taken by the company, in order to prevent the lapsing of the land grant, even though the matter be held over until next session. Immediately after the session, the Canadian Pacific railway authorities will be asked to show their *bona fides* as to whether they desire to use the Crow's Nest Pass or not, and then if they do not give a positive answer the other roads, which are seeking right of way through that pass, will be given a chance.

NATIONALITY OF MEMBERS.

An industrious journalist dipped into the new volume of the Parliamentary Companion, this week, and has taken out a table of the nationalities of the members, from which it appears that there is a marked increase in the number of native born Canadians, who are members of the present House of Commons. At the present time there are 213 members of the commons of whom 182 were born in the provinces now composing the Dominion. This leaves but 31, born in other countries, of which number 7 each hail from England and Ireland, while the "land of brown heath and shaggy wood, the land of mountain and of flood," give us 15 of our legislators. Two members only were born under the flag of the United States. Among the Senators, the proportions are somewhat changed. Of the 77 members composing the Senate, to-day, 55 were born in Canada, Ireland 9, Scotland 6, England 4, United States 2, and Switzerland 1. The representatives in both houses, however, are a cosmopolitan lot, for while the number of Canadian representatives may appear large, still in their origin, several other nationalities are represented, particularly the German element, there being two Senators and two members of Parliament whose ancestors came to Canada from the "Fatherland."

AU REVOIR.

Your genial representative, Mr. Earle, left for home last evening, after more than three months' close attention to Parliamentary duties during a very tiresome session. In room 16, where the Conservative members hob nob together, in the House, and in the committee rooms, Mr. Earle is one of the most popular representatives of the people. He does not obtrude himself upon the House much, but his constant attention to committee work, and the persistent manner with which he looks after the interests of his constituents, in conjunction with his popular colleague, Col. Prior, have won for him the esteem and affection of his brother members. It was therefore with great regret that they learned that Mr. Earle had decided to return home. He has secured a pair with Mr. Fauvel, M. P., for Bonaventure, and, as the back of the session is broken, the interests of Victoria will not suffer so long as Col. Prior remains in attendance. The Colonel says he will hold on until gun fire from Nepean Point announces prorogation.

"IN DARKEST RUSSIA."

LONDON, Aug. 13.—A work entitled "In Darkest Russia," has met with good sale, and to-day a second edition was issued. The book is devoted to an expose of the wrong from which the Jews in Russia suffer, and the second edition gives a list of fresh persecutions to which the Hebrews of that country have been subjected. A letter from a Jew in Russia to a minister in London is published in the book. The writer says the most serious matter of all is the general outlawry in which Jews are held. Every petty Russian officer assumes the right to treat them as he thinks fit. As an illustration of this misuse of power, he instances the fact that the police of Liebau recently received an order prohibiting the Jews from bathing in the sea in summer.

A letter received from a gentleman in Charlottenburg, Germany, describes the condition of the Jews fleeing from Russia. It says refugees who have not sufficient money to pay the full price of tickets to America, have received tickets from the Jewish emigration committee at less than cost.

GOOD ADVICE.

(Horace Lib ii., Carmen x.)

The better course, my friend, is, not to sail
Too recklessly to sea, nor in a gale
Too cautiously to hug the shore and fail
To round the treacherous rock you dread.

He from invidious splendor holds aloof,
Nor dwells beneath a wretched ruined roof,
Who quietly against excess is proof,
And loves the golden mean to tread.

Still are the largest pines more fiercely strown,
The loftiest towers with heavier fall are thrown,
The lightnings flash around the mountain's crown
And ever strike upon its head.

Trembling at luck, nor in misfortune low,
His mind well steel'd for either fate, he'll know
That hideous winters as they come and go,
Aye by the self-same hand are led.

Not always is the wheel of fortune down,
Not always does Apollo with a frown
Hold bended bow, oft in his lyric crown
He wakes the Muse that now was dead.

When things go hard, then show yourself a man,
Both bold and brave; when with high wind you run,
And too much way, with equal wisdom then
You'll shorten sail, not canvas spread.

W. M. J.

TRIBUTE TO LOWELL.

Memorial Services in Westminster Abbey—Canon Farrar's Oration—The Queen's Sympathy.

The International Labor Congress in Brussels—English Trades Unions Well Represented.

Dillon Deserts Parnell, and in a Speech at Mallow Pities "Poor Gladstone."

LONDON, Aug. 16.—The memorial services of the late James Russell Lowell were held to-day in Westminster Abbey by Canon Farrar. Among those attending the service was Minister Lincoln. Canon Farrar delivered the oration, paying a brilliant tribute to Lowell. He also referred to him as the "sacred unition that bound England to America more closely," and closed by saying:

"He has now passed away, loved and revered by the two mightiest nations of the world."

There is strong reason for believing that a statue of Lowell will be placed in Westminster Abbey in company with that of Longfellow. Already, while the funeral music is echoing throughout England, literary men are privately talking about a permanent memorial to the man who, in British estimation at least, most nearly united the literature and thought of the two great Anglo-Saxon nations.

What has been said of Lowell in England since his death has been well said. The press is friendly in spirit and appreciative, if not always sympathetic. The grief of his friends is not expressed, nor is it to be expressed in print. It must suffice to say that this American was beloved in England more widely than any other American of his time; loved truly and tenderly by many persons of many stations.

The message from the Queen is a tribute seldom paid to a private citizen of another country. The Queen never made any secret of her liking for Lowell. He was her guest at Windsor more often than most of his colleagues.

When he left the Queen said no ambassador had ever invited more interest or won more general regard in England. She knew very well that he was not an ambassador, but speaking of him to a third person, after he had taken leave of her, she gave him the distinction Congress withheld.

The message from Lord Tennyson is the crowning point of many that, in that world of letters where Lord Tennyson reigns, Lowell's place is recognized just as fully here as at home. He has seen the inside of more country houses in England than any American who ever lived. He always came out alive and in grand order. There is not one in which he has not sown some American seed. He was, for every season of his ministerial term, a sort of social lion, but familiarity did not dim the brilliancy of his presence.

DILLON DESERTS PARNELL.

LONDON, Aug. 16.—It is astonishing how many reasons Parnell's opponents find for abandoning him. The English Non-Conformists turned on him because the Divorce Court found him guilty. Archbishop Croke deserted him on a mixture of political and moral grounds. Young Dwyer-Gray forsook him because he had married Mrs. O'Shea. Now Dillon says he is forced not to recognize Parnell, because he cannot sacrifice the evicted tenants of Ireland.

Dillon and O'Brien both spoke at Mallow on Sunday, a favorite day with Parnellites alike for practice and oratory. They made between them a dozen or more speeches, and said some remarkable things. Dillon declared that "Parnell wishes us to adopt an independent opposition to poor Gladstone."

CONGRESS OF HYGIENE.

LONDON, Aug. 16.—Westminster Abbey was filled this afternoon at the special service in honor of the delegates to the congress of hygiene. Archdeacon Farrar delivered a brilliant address, in which he argued that the students of hygiene and other sciences were assisting in the work of religion by adding to the well being and enlightenment of the world. Any religion which opposed the advances made by science was a degrading religion. The preacher scouted the idea that science involved any taint of irreligion. So far as the Church of England was concerned, it walked hand in hand with science. The eloquent divine closed with a petition for a special blessing upon the labors of the congress.

MONUMENT IN HELIGOLAND.

BERLIN, Aug. 16—The monument erected to mark the spot in Heligoland where Emperor William first assumed possession of the island was unveiled, yesterday, with elaborate ceremonies, nearly every person living on the island being present. There was an interesting programme of singing and oratory, and cheers were liberally given for the kaiser. An address to the emperor was adopted expressing loyalty to Germany and the satisfaction of the Heligolanders with their new political allegiance.

INTERNATIONAL LABOR CONGRESS.

BRUSSELS, Aug. 16.—The International Labor Congress opened its sessions, to-day, with every prospect of a harmonious and important meeting. The continental delegates are delighted with the appearance of a full representation from the English trades' unions, thus conducting these bodies into closer relations than ever before with the essentially socialistic labor organizations of the continent. There was an animated debate over the question of admitting women delegates, the decision finally being made in favor of the admission of these representatives of the millions of female workers.

SALVATION ARMY TROUBLES.

LONDON, Aug. 16.—The troubles of the Salvation Army at Eastbourne are not over. They are, perhaps, but beginning. The magistrates of that prosperous watering place stubbornly refuse to consent that its prosperity shall be ruined by Sunday brass bands and all the noise that follows in the wake of the Salvation Army and the prosecutions proceed. Meantime Gen. Booth's cohorts have thought it prudent to take their wind instruments to the suburbs.

SMOKELESS POWDER TEST IN AUSTRIA.

VIENNA, Aug. 16.—There will be 70,000 troops engaged in the Austrian manœuvres which begin shortly. Smokeless powder will be used exclusively, this being the most extensive test yet made of the efficiency of that invention.

SERIOUS RAILROAD DISASTER IN WALES.

LONDON, Aug. 16.—A serious railroad accident is reported from Wales. On Saturday evening a passenger train dashed into a special train loaded with volunteers, which was stationary at the time, between Pontipridd and Cardiff. The rear of the special train was wrecked and 15 persons were injured, of whom some are expected to die.

BURNED TO THE WATER'S EDGE.

A Steamer Filled With San Juan Lime Destroyed at Seattle.

As the steamer Rapid Transit reached the middle of Seattle harbor, Friday night, headed for her dock, spontaneous combustion among 2,300 barrels of lime loaded in her hold created a fire and caused the boat to become almost a total loss. It was about 9 o'clock at night. The flames burst forth from the vessel's hold, and a wild run to the dock was made for aid. The steamer was headed for the Jackson street slip, and the engine was driven under every pound of steam it could carry. Every man of the crew stood to his post, although it looked impossible to gain the dock, so fierce were the flames and so rapid their progress. She struck the end of the dock in ten minutes and whistled for aid. Flames were shooting into the air from every part of the boat, and all the craft in the harbor echoed the alarm until there was a perfect babel of shrill whistles. The fire department were promptly at hand, and the fire engines on shore and the powerful fire boat Snoqualmie soon had a perfect deluge of water pouring into the doomed steamer. The flames were soon subdued, but the faster the water was poured into the hold of the vessel the faster the lime slaked and burned and steamed. The fight to subdue the flames lasted all night, and the steamer was finally sunk on the beach, where she can be raised at low tide.

The cargo, consisting of 2,300 barrels of lime and 300 sacks of oats from San Juan, was a total loss. It was worth about $5,000. The boat was valued at $15,000, and the loss to her was fully $10,000. She was built a few months ago at Port Townsend for the freight trade, and was engaged in hauling lime between San Juan Island and the Sound cities. She was owned by Capt. Frank McDonald, and several others.

A SENSATIONAL STORY.

The German Emperor Described as a Raging Lunatic by a French Journal.

The Story Universally Discredited—Fears That Serious Complications May Result.

PARIS, August 17.—Le Claire prints the following from an undeniable authority: On the night of the departure of the Hohenzollern from England the crew was beaten to quarters. They found the quarter deck illuminated and an altar erected thereon.

The kaiser stood by the altar wearing a white chasuble with a crozier in his hands, and a black and white mitre on his head. He read the most warlike passage from the testaments and invited the crew to respond. He then preached a long sermon on the duty of people to their sovereign.

At 5 o'clock in the morning the kaiser appeared on the bridge in the uniform of a high admiral. He ordered the commander to retire to his cabin, saying "I take charge."

The commander replied respectfully, observing: "We are in a dangerous passage and it is advisable that a sailor should remain in command."

The kaiser answered: "Never mind, God will inspire me."

The commander then retired, the second officer remaining. The Kaiser angrily ordered him away. The officer respectfully protested that his presence was necessary to the proper management of the vessel. The Kaiser said:

"You trouble the spirit of the God which is in me. This is the vengeance of God upon you."

With that he dealt the officer a blow on the cheek. The officer grew crimson, but remained until the Kaiser seized him by the throat and tried to overthrow him.

In the struggle the Kaiser fell and broke his knee cap, the sailors looked on paralyzed with fear by the spectacle. The Kaiser howled with pain, foamed at the mouth, swore terribly and showed all the symptoms of madness.

The officers briefly consulted together and carried their sovereign into a cabin, which had been carefully padded with mattresses. Only the doctor, Luthold, the Empress, and the men necessary to restrain the Kaiser were admitted, until the injured limb had been bandaged, and his majesty had been secured in a straight jacket.

The crisis lasted two or three days.

THE STORY DISCREDITED.

LONDON, Aug. 17. — The extraordinary story in Le Claire, of Paris, about the Emperor's behavior on the yacht Hohenzollern, is universally discredited. It is merely a rehash, with variations, of a similar invention published by the Agencie Libreaux in the Paris papers, a fortnight ago, wherein it was said the Emperor had taken personal command of his yacht, giving the most absurd orders to the crew, wearing the uniform of an admiral of three or four different nationalities every day, drinking freely of wine, slapping a lieutenant of marines across the face so that the latter, unable to survive the disgrace, went to his cabin and blew out his brains, and winding up with the Emperor falling on the deck in a drunken epileptic fit, displacing his knee cap and bringing on a recurrence of the ear trouble. It was against the publication of this tissue of falsehood, and particularly that of the death of the lieutenant, alleged to have been caused by the Emperor's harshness, that Chancellor Von Caprivi proposed to remonstrate with the French Government, and that fears were expressed that serious complications might result, even to the extent of the withdrawal of the German ambassador from Paris. As to the other features of the concoction of Le Claire, it is certain that the Hohenzollern was not in a dangerous position, the day after leaving England, while the Empress did not see the Emperor until a week or more after the accident, when she went on board the Hohenzollern on his arrival at Kiel.

His expression—Will was sent to carry a bundle to an old gentleman, who was an immensely fat man, with a broad, beaming countenance and a perpetual smile. "How did you like Mr. Hill?" asked his mother, when he returned. "Not much," answered Will. "His cheeks are too fat, and his face is too broad, and it looks—it looks—" hunting for an expression,—"it looks ambiguous!" "Nonsense!" "How can his face look ambiguous?" "Well, I don't know, mamma. Because it 'am big,' I a'pose!"—Harper's Young People.

CAPITAL NOTES.

Premier Mercier's Impeachment on the Baie des Chaleurs Scandal—Assurances to the Governor.

Singular Coincidences—Fraudulently Obtaining Examination Papers—Discussions in the House.

(From our own Correspondent.)

OTTAWA, Aug. 17.—There was another fierce attack upon Premier Mercier in to-day's Globe, and the Quebec Liberals are simply furious. They look upon it as a studied plan, on the part of Sir Richard Cartwright and his following, to depose Hon. Mr. Laurier from the leadership of the party, which is all at sixes and sevens. Everybody is wondering what course Lieutenant-Governor Angers will follow. It is said that at the time the order-in-council voting $280,000 for the Baie des Chaleurs company was presented to the Governor to sign, he asked for an explanation, and was informed the money was purely for legitimate objects. Having been grossly deceived he may be expected to demand explanations from Mr. Mercier, and if not forthcoming proceed to the most vigorous action.

A singular coincidence is that Hon. Mr. Angers was attorney-general in the De Boucherville government, which was dismissed by Hon. Mr. Letellier in 1878.

The Civil service examiners took evidence to-day in the charge against Mail Clerk Elliott for having "fraudulently procured copies of the Civil service examination papers of 1890, before the examination took place, by which he obtained an undue advantage over the other competitors." Elliott admitted the charge.

Good progress was made in the House, to-day, with Government measures. A lengthy discussion took place on the Beet Root sugar bounty, and eventually the resolution was passed.

BY ATLANTIC CABLE.

A Joint Naval Demonstration.

LONDON, Aug. 17.—A Shanghai dispatch says the foreign ministers have notified the Chinese government that a joint naval demonstration of an effective nature, in which the French, American, British and German squadrons will take part, will be ordered in the near future unless speedy reparation is made for the injuries, outrages and abuse complained of by the ministers of the powers. The foreign residents have been much relieved by this action. The tension resulting from the Chinese government's refusal to offer any redress for the outrages upon foreigners has caused great anxiety.

The Hygienic Congress.

LONDON, August 17.—The Hygienic Congress has decided to hold its next meeting at Buda Pesth in 1894. It declined the proposition to meet in 1893 at Chicago, because the meeting would clash with that of the Medical Congress at Rome, which is to be held in the same year. It was also deemed undesirable to convene consecutively in English speaking countries. Dr. Hewitt, one of the American delegates, thinks the reasons for not accepting Chicago are insufficient, and declares an independent hygienic congress will be held there in 1892. In the closing session Mayor Woodhull, on the part of the American delegates, returned thanks for the hospitality they had received, and expressed the hope that the Congress would soon visit the United States.

Warships at Alexandria.

LONDON, Aug. 17.—It has transpired that the British government ordered the Mediterranean fleet to proceed to Alexandria, on urgent duty, on July 31st. This action was taken owing to the receipt of secret information that the Italian and French residents in Egypt were plotting to upset the Khedive. On the arrival of the fleet at Alexandria, it was found that quiet prevailed, but the ships remained in the harbor to make sure of precaution to any rebellious spirits.

Austria will Exhibit.

VIENNA, Aug. 17.—The members of the foreign committee of the Chicago fair commission, who have been explaining the advantages of the exhibition to the Austrians, have met with satisfactory acceptances of support. The Vienna Chamber of Commerce and the society of trades have pledged their hearty co-operation. The latter society will send a large delegation of its members to Chicago. The manufacturers in the smaller towns have also shown a disposition to exhibit.

The Berlin Corn Market.

BERLIN, Aug. 17.—The corn market closed flat. August rye was quoted at 250 marks; September 250; August wheat 246; September 241 marks 50 pfenning.

Strike of Nail Workers.

LONDON, Aug. 17.—A strike of the wrought iron nail men of the Worcester and Staffordshire districts is in progress. The men are opposing a reduction of ten per cent in wages. Eight thousand men are affected and the movement may have an influence on other trades.

Russia's Yield of Rye.

ST. PETERSBURG, August 17.—The minister of finance announces that the Russian yield of rye is 177,000,000 of poods, but owing to present supplies being nearly exhausted, 994,000,000 are required for the use of the people, and for sowing the future harvest. The deficit must be supplied with potatoes and maize.

Shot by an Anarchist.

PARIS, Aug. 17.—While Deputy Lahr was leaving a meeting at Cirique Hivei, last night, an anarchist discharged a revolver at him. The bullet grazed Lahr's skin. The man was arrested.

The Antwerp Grain Market.

ANTWERP, Aug. 17.—Wheat rose, to-day, two francs on the hundred kilos, and rye, for forward delivery, was quoted at 26 francs. The market was much excited.

Failure of an Australian Bank.

MELBOURNE, Aug. 17.—The suspension of the British Bank of Australia is announced. The liabilities are $800,000, half of which is owed creditors in England.

To Spy Out the Land.

LONDON, Aug. 18.—Two tenant farmers, one English and one Scotch, have sailed for Canada to examine and report upon the resources of the Dominion, especially Nova Scotia, and its adaptability for the settlement of English and Scotch emigrants. The Canadian Government pays all their expenses.

Further Advance in Flour.

LEEDS, Aug. 18.—The Leeds Millers' Association to-day decided to further advance the price of flour. The meeting fixed the prices at one shilling and sixpence above the previous rate.

Frightful Railway Accident.

BERLIN, Aug. 18.—Two passenger trains, going at full speed, collided to-day at a point between Ostrowo, Prussia, and Loswitz. Ten persons were killed and many injured. The coals from the locomotives set fire to the wreck and terrible scenes were witnessed, some of the injured being burned to death before the eyes of the rescuers.

PROVINCIAL NEWS.

NANAIMO.

NANAIMO, Aug. 17.—The infant child of T. Patterson died this morning, and will be buried to-morrow.

The bark Oregon sails, this evening, with a cargo of coal for San Pedro. The schooner Governor Ames arrived, to-day, to load coal, and the S.S. Queen is expected to-morrow.

The foot-race, on Saturday, between Thompson and McKinnon, was won by the former. Over $1,500 changed hands.

H. Menot, of Victoria, and F. McQuillan, of Alberni, left, this morning, to make the trip through to Quatsino Sound and the northern part of the Island.

KAMLOOPS.

KAMLOOPS, Aug. 15.—The manager of the Tacoma Smelting Co. has made a contract with the Glenn Mining Co., of this place, for all the iron ore they will require during next year. The company also expect to complete arrangements in a few days to furnish another smelter with a large quantity of ore. The success of the Glenn Mining Co., which is composed entirely of local capitalists, is now assured.

WESTMINSTER.

NEW WESTMINSTER, Aug. 17.—Hanlan and O'Connor refuse to come here and take part in the professional sculling race, unless $500 extra is allowed them for expenses. This extra amount may be more than the committee will be able to provide, but efforts are being made to raise it. Peterson was asked by telegraph, to-day, if he would enter.

Illegal fishing for salmon, by stretching nets across the Stave river, was reported to the department here, a few days ago. The matter has been investigated, and found true, and the guilty parties are now being searched for by the fisheries guardian, and will be severely punished.

The grain harvest is in full blast in the district. Crops are fair and will be close to the average. The first new grain was brought down river yesterday.

The Chilliwhack fruit cannery is taking all the plums and peaches grown by the farmers in that section, and there will not be the usual quantity from the district this year for export. The cannery will make an immense pack.

A. F. Cotton, C.E., has left with a large party to survey government lands in Kootenay.

Mrs. Nelson has issued invitations to an At Home at Government House on the evening of the 28th.

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