

THE DAILY EXAMINER.

"This is true Liberty, when Free Born Men, having to advise the Public, may speak free."—EURIPIDES.

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TERMS:—FIVE DOLLARS A YEAR.

NEW SERIES.

CHARLOTTETOWN, P. E. ISLAND. FRIDAY, SEPTEMBER 4, 1891.

VOL. 28.—NO. 87

CALENDAR FOR SEPTEMBER, 1891.

MOON'S CHANGES.
New Moon, 3rd day, 4h., 3.5m. a. m., B.
First Quarter, 11th day, 6h., 54.6m. a. m., N.
Full Moon, 18th day, 6h., 51.3m. a. m., S.
Third Quarter, 24th day, 6h., 54.7m. p. m., N.

DAY OF WEEK	Sun	Sun	Moon	High	Days
	rise	set	rise	water	length
Tuesday	5 24	6 34	3 10	10 29	13 10
Wednesday	27	31	5 21	11 30	4
Thursday	29	29	6 25	11 59	1
Friday	31	27	7 27	morn	12 53
Saturday	31	25	8 30	0 29	54
Sunday	32	24	9 33	1 0	51
Monday	34	22	10 40	1 36	48
Tuesday	31	20	11 46	2 16	45
Wednesday	36	18	12 53	3 6	42
Thursday	37	16	2 2	4 15	33
Friday	39	14	3 6	5 45	35
Saturday	40	12	4 2	7 13	37
Sunday	41	10	4 48	8 23	29
Monday	42	8	5 15	9 18	25
Tuesday	44	6	5 55	10 4	22
Wednesday	45	4	6 20	10 45	19
Thursday	46	2	6 42	11 24	16
Friday	47	0	7 4	12 13	13
Saturday	45	58	7 28	0 41	9
Sunday	50	56	7 55	1 24	6
Monday	51	54	8 27	2 13	3
Tuesday	53	52	9 5	3 10	0
Wednesday	54	50	9 56	4 9	11 56
Thursday	54	48	10 52	5 49	53
Friday	57	46	11 53	7 35	50
Saturday	58	44	morn	8 4	46
Sunday	59	42	1 2	8 50	43
Monday	6	0	4 9	7 9	27
Tuesday	6	15	3 39	13 10	15 39

JAMES A. MORRISON,
HALIFAX.

AGENT FOR
WARREN, CAKEBREAD & CO.,

TEA MERCHANTS,
London, = = England,

AND ALSO—
several First-Class West India
Firms, etc.

SPECIALTIES:
Tea, Sugar and Molasses.

Careful attention given to consignments of
Fine Edward Island Produce.
REFERENCE—Bank of Nova Scotia.

Wholesale—Pickford & Black's Wharf.
Halifax, August 13, 1891—dy & wy

NASAL BALM

SOOTHING, CLEANSING, NEVER FAILS
HEALING.
Instant Relief, Permanent
Cure, Failure Impossible.
They are called diseases are
simple symptoms of Catarrh,
such as loss of voice, loss of
nasal mucus, loss of smell,
loss of appetite, general
feeling of debility, etc. If you
are troubled with any of these
or kindred symptoms, you have
Catarrh, and should lose no
time procuring a bottle of
NASAL BALM. Be warned in
time, neglected cold in head
results in Catarrh, followed
by consumption and death.
Sold by all Druggists, or sent,
post paid, on receipt of price
in advance, by addressing
W. B. BRACKENRIDGE & CO., Brockville, Ont.

CATARRH

McGILL UNIVERSITY,
MONTREAL.

A SPECIAL ANNOUNCEMENT of the
Faculty of Applied Science has been
prepared, stating the details of the new
Chairs, Laboratories, Workshops,
Apparatus and other improvements
in its several Departments of
Civil, Mining, Mechanical and
Electrical Engineering and
Practical Chemistry, which will
afford in the Session of 1891-2
advantages not hitherto accessible to
Students in this country.
Copies may be had on application to the
Principal, who can also supply detailed
specimens of the other Faculties of the
University, viz., Law, Medicine, Arts
(including the Donal Course for Women), and
Veterinary Science.

J. W. BRAKENRIDGE, B. C. L.,
Acting Secretary.

SHARP'S

TRADE MARK

BALSAM

FOR
CROUP, COUGHS
AND
COLD.

40 YEARS IN USE.
PRICE 25¢ PER BOTTLE.

W. B. BRAKENRIDGE & CO., PROPRIETORS
St. John, N. B.

SHOEMAKERS!

Boot-Tops, Direct from the Manufacturers in England.

MEN'S GENUINE FRENCH CALF, LACE, \$1.35, \$1.65, \$2.15, \$2.25.
" " " " ELASTIC SIDE, \$1.25, \$1.55, \$2.15, \$2.25.
" " " " ENGLISH KIP, BELLOW TONGUE, \$1.25 and \$1.85.

These, we believe, are the finest Tops that come here. Also, a good assortment of French Calfskins, Goat, French Kid, Sole Leather, Hand-shaved Neats, English Grain Calfskins, all kinds of Rhone and Findings.

GOFF BROS'. BOOT FACTORY.

Anyone wanting a first-class pair of CUSTOM BOOTS, perfect fit, at a low price, will do well to call at

GOFF BROS'. CHEAP BOOT STORE.

Charlottetown, August 31, 1891—2aw & wky

IT WILL PAY

To see our New Watches before you send money away in answer to the flash advertisements.

IT WILL PAY

To get your Eyes tested by us before buying from pedlars. Our goods are bought right and you can rely on them.

E. W. TAYLOR, CAMERON BLOCK.

Charlottetown, Aug. 26, 1891—2aw & wky

Big Drop in the Price of Sugar!

The Dominion Government having taken the Duty off of Raw Sugar,

BEER & GOFF

have marked all their Sugars down at Greatly Reduced Prices.

BARBADOES SUGAR.

Just received this morning, 6,000 pounds of this Choice West India Sugar. See our prices before buying elsewhere.

BEER & GOFF.

Charlottetown, June 25, 1891—cod&wy

Perry Davis' PAIN-KILLER

DIRECTLY TO THE SPOT.
INSTANTANEOUS IN ITS ACTION.

For CRAMPS, CHILLS, COLIC,
DIARRHOEA, DYSENTERY,
CHOLERA MORBUS,
and all BOWEL COMPLAINTS.

NO REMEDY EQUALS
THE PAIN-KILLER.

In Canadian Cholera and Bowel
Complaints its effect is magical.
It cures in a very short time.

THE BEST FAMILY REMEDY FOR
BURNS, BRUISES, SPRAINS,
RHEUMATISM,
NEURALGIA and TOOTHACHE.

SOLD EVERYWHERE AT 25¢ A BOTTLE.

Beware of Counterfeits and Imitations.

John McLeod & Co

Best Value in Summer Overcoatings!
Best Value in Scotch Tweed Suitings!
Best Value in Trowserings!

WE HAVE A MAGNIFICENT STOCK OF THESE GOODS. Prices away down to suit the times.
Special attention is directed to our \$15.00 and \$18.00 WORSTED SUITS. This is fully 20 per cent. lower than we have ever before offered the same quality of goods.
TWEED SUITS from \$12.00 up. We defy competition. We guarantee first-class fits.

JOHN McLEOD & CO.,

Merchant Tailors, Upper Queen St.
Charlottetown, June 3, 1891.

NOTES FROM OTTAWA.

THE TARTE-McGREGGEE CASE

[SPECIAL CORRESPONDENCE OF THE EXAMINER.]

When the Privileges and Elections Committee met last Tuesday morning, Mr. Henry, Q. C., on behalf of himself and Mr. Osler, counsel for the Public Works Department, presented their joint brief. Neither of these gentlemen addressed the Committee, but Mr. Fitzpatrick occupied two days in defence of Hon. Thomas McGreevy. Mr. Tarte announced that he had nothing to say, and that Mr. Geoffrion, his counsel, would not trouble the Committee with any remarks either. This "sudden outburst of silence" on the part of Mr. Tarte who was irrefragable almost during the examination of witnesses, is unintelligible to the Grits and puzzles them very much. It amounts to an abandonment of the case by the plaintiff, who is very evidently satisfied that he has failed to prove what he expected. Knowing ones account for Mr. Tarte's withdrawal by the very open denunciation which the Globe, Cartwright, Mills and other Ontario Grits have made of the Bay Chaleur Railway scandal, and of their intention to shake themselves clear of their booting allies in Quebec. Tarte, Langevin, Bronskill and the rest of the Quebec gang insist upon the support of their Ontario brethren, otherwise something will be heard to fall with a dull thud. It is a very pretty case of "When rogues fall out," etc. Meanwhile Mr. Laurier is in an awkward box, and he feels it. He is frequently absent from the House, and the leadership of the party is practically in the hands of Cartwright and David Mills. Laurier is seriously compromised by his relations with Mercier and Pacaud, and his Ontario followers are consequently suspicious of him, while his Quebec supporters are all the time fearful that he will betray them by siding with Ontario.

It is impossible, in the narrow confines of this letter, to give your readers any summary that would do justice to the arguments of the several counsel for the accused in this celebrated case. They had better possess their souls in patience and await the finding of the Committee, and meanwhile get in their harvest. I say "findings," because there is no probability of a unanimous verdict from the committee. The Grits are bound to incriminate Sir Hector Langevin, and there will undoubtedly be a majority and a minority report. I think it highly probable that, owing to the necessarily many imperfections of these hurriedly written letters, and to the intricate as well as voluminous nature of the evidence taken before the Committee, your readers have been but poorly instructed as to the real facts of this case, and the testimony adduced on both sides. I am pretty sure that they hold the belief that Thomas McGreevy received information as to the contract which he should not have received, and that he used that information for the benefit of Larkin, Connolly & Co., of which firm his brother was a member. They possibly also consider that Sir Hector Langevin, as Minister of Public Works, had no right to hold the communications he did with Thomas McGreevy, and that the engineers, Perley and Boyd, disclosed information to McGreevy that they should not have done.

But it should be remembered all the time that the harbor works at Quebec were under the control and management of the harbor commissioners, that Larkin, Connolly & Co. made their contracts with the commissioners, that all tenders were addressed to and opened by the commissioners, of whom Thomas McGreevy was one, and a very prominent one. The statutes regarding these works provided for a co-operation of the Government with the harbor commissioners only to the extent, that the works should be sanctioned by the Governor-General in Council. When this sanction was obtained the work came under the exclusive jurisdiction and control of the harbor commissioners. They made all contracts, appointed and controlled all officers, engineers and inspectors, and made all payments for work done and material provided. Neither the Government nor the Department of Public Works had any such functions or powers in connection with the works. Regarding the cross-wall and lock, the statute was a little different, as it required that the plans should be prepared by the engineers of the Department of Public Works, that public tenders should be called for, and the contract awarded by the Governor-General in Council, so that even under this Act the harbor commissioners were responsible for the carrying out of the work, and they retained the powers and duties above referred to as to the employment of engineers, inspectors and other servants. For certain reasons (chiefly because they were resident in England, and performed their duties by deputy, which was found unsatisfactory) Messrs. Kimpple & Morris, engineers, were dismissed, and Mr. Perley, chief engineer of the public works department, was appointed chief engineer of the Quebec harbor works, Mr. J. E. Boyd being resident engineer—both these gentlemen were accordingly servants of the harbor commissioners, and were responsible to them. So that there was no impropriety in either Mr. Perley or Mr. Boyd giving information regarding contracts or tenders to Mr. McGreevy, for he was their chief. Of course, if Thomas McGreevy communicated this information to his brother for the benefit of himself, Larkin and Connolly, or anyone else, he acted improperly. If he sold the information he is guilty of a corrupt act, and abused his position as a harbor commissioner. But that act does not involve Perley, Boyd or Sir Hector.

Regarding the Esquimaux dry dock, the case is different. It must be borne in mind that the contract for this work with Larkin, Connolly & Co. was not a lump sum contract, but was at a schedule of rates applied to estimated quantities. The charges against the Public Works Department in this case are that Thomas McGreevy had improperly obtained information from the Department for the benefit of Larkin & Connolly before the contract was awarded them; and, secondly, the procuring by the agents of Thomas McGreevy of alterations in the plans, in the execution of the work and in conditions, thus enabling the contractors to realize improperly large sums of money. And it is charged that in reply to a letter from Thos. McGreevy, Perley improperly conveyed information. The question is, does this letter give information which should not have been given? Answer is made that if the Department had been calling for lump-sum tenders, the information conveyed in the letter would have been improper, but the tenders asked being by schedule of rates, the information as to the probable cost of finishing the work would be no guide to the contractor in making up his tender. Mr. Perley wrote, "I cannot send the rates, as I have never determined them." It must also be considered that Mr. Perley was writing to a member of the House of Commons who was disqualified from tendering and whom he knew to be interested, as harbor commissioner, in a similar work at Quebec. Mr. McGreevy was also interested as a director of the Union Bank in getting information on which his bank could act in making advances to their customers (Larkin, Connolly & Co.) in carrying on the works, and it is suggested that any bank asked to advance to a contractor for a large public work, might well obtain information from the Chief Engineer which, in a general way, would guide them in considering the amount of advances prudent to make. Mr. Perley also testified that he had been in the habit of giving such information—"I have always done so and will continue to do so," he said.

As to the improper agency of Thomas McGreevy in procuring alterations, etc., agency is proved if Robert McGreevy's evidence is accepted, for he swore (as a member of the firm) that Thomas McGreevy was to have a share in the profits. But presuming partnership or an agency of Thos. McGreevy, there is nothing to show that the department was aware of it, or that undue influence was used by him in procuring the alterations in question. These alterations are all allowed to be beneficial to the department, and of insignificant in character and cost. A third was important and was paid for at ordinary schedule rates, involving an increased cost of \$17,025. The fourth change, that to large courses in stone-work was undoubtedly beneficial, and that there could have been no undue influence used in procuring this change, is proved by the fact that it was allowed only on the distinct understanding that it should not cost the department any more than the work as originally designed. The serious question to be considered arises from the fact that, after the work was executed on this distinct understanding, a sum of \$32,789 was allowed for it by the department. The department, or Mr. Perley, seems to have thought that the country had got a very considerable benefit from the change, and that it was only fair and reasonable that the contractors should be paid for the extra stone put in. The remaining point to be considered is the deduction by Mr. Perley of \$19,873 from the price of the plant taken over by the contractors from the Government as part of the consideration of their contract at \$50,288. Mr. Perley states that he examined the plant and he reported to the department that much of it was worthless, and he concluded his report by presuming that its value would become a question at a future day between the department and the contractors. No definite action was taken on this report, but when Mr. Perley was making up and deciding the final payment to the contractors, he made the deduction mentioned. He seems to have taken the whole responsibility upon himself. No order in Council was made authorizing it, and Sir Hector Langevin, as Minister, pleaded entire ignorance of the transaction.

In the matter of the South Wall contract, it was charged that Thomas McGreevy improperly procured the tenders and showed them to Murphy, Connolly and Robert McGreevy, who had them several hours in their possession, after which they were delivered to Mr. Perley. Now if this charge be true, there is nothing to implicate the Public Works Department or any of its officials. Mr. McGreevy, as a Harbor Commissioner, was entitled to handle the tenders, and if he made improper use of them, so much the worse for him. It is also charged that through Thos. McGreevy's intervention, changes were made in the contract to the detriment of the public interest and to the advantage of the contractors. The other charge was the substitution of stone for concrete and brick in the construction of the sewer. The engineer (Boswell, who succeeded Boyd) reported that the change would cost \$13,025 extra, and the Public Works Department refused to sanction the change until the contractors agreed to do it without extra charge. Again, bear in mind that the only connection Sir Hector Langevin and the Public Works Department had with this work was to recommend the necessary payments as the work progressed.

Regarding the contract for drudging the Wet Basin at 35 cents a yard, the counsel acknowledge a number of suspicious circumstances involving Thomas McGreevy, and to a slight extent, Mr. Perley. No tenders were called for this work, but the commissioners were not obliged to call for tenders. Larkin & Connolly, having the plant on hand, were in a position to execute the work more cheaply than other contractors, who would have to bring the plant there. On the other hand, Mr. Perley seems to have made no attempt to reduce the price asked by Larkin & Connolly, and no sufficient reason is advanced why an increase over the price of former years should have been allowed. Again, one at least of the Harbor Commissioners, Mr. Giroux, took some trouble to satisfy himself that the price was fair. On the other hand, it must be borne in mind, that the contract was entered into after Mr. Perley had received the jewellery and plate, and the evidence shows that the rate

allowed the contractors gave them large and unusual profits. Then again, Michael Connolly's celebrated letter must be remembered in which he said, "if contract is entered into with Harbor Commissioners for 8000 yards of dredging at 35 cents, to be dumped in the river, or any more difficult place to be paid extra, we give \$25,000." Although the contract given was not in the terms of this memo, the evidence goes to show that the \$25,000 was actually paid by Larkin & Connolly, and that part of it found its way into Thos. McGreevy's hands. It should be said, however, that there is no evidence to show that Mr. Perley had any knowledge of this corrupt agreement. In carrying out this contract it was proved that three inspectors received payments from the contractors in consideration of their reporting more work done than actually was performed.

Regarding the Lewis Graving Dock, the counsel say that while there is evidence of corrupt and improper bargaining by Thomas McGreevy, by which he received \$22,000 for procuring this lump-sum contract, there is no suggestion that the Public Works Department, either through Sir Hector or Mr. Perley, was aware of this improper undertaking. Your readers are not seriously interested in McGreevy's defence, so that I shall leave the case here for this week.

W. C. D.

"How are you?" "Nicely, Thank You." "Thank Who?" Why the inventor of **SCOTT'S** **EMULSION**

Which cured me of CONSUMPTION.

Give thanks for its discovery. That it does not make you sick when you take it.

Give thanks. That it is three times as efficacious as the old-fashioned cod liver oil.

Give thanks. That it is such a wonderful fish product.

Give thanks. That it is the best remedy for Consumption, Scrophulous Bronchitis, Wasting Diseases, Coughs and Colds.

Be sure you get the genuine in Salmon color wrapper; sold by all Druggists, at 50c. and \$1.00.

SCOTT & BOWNE, Belleville.

TEETH

\$5.00 and \$10.00 PER SET.
First-class material and workmanship.—Teeth filled at reasonable rates.—DIT.
J. P. MURRAY, Queen Street. 2nd edd&wag

INTERNATIONAL S. S. CO.

Summer Arrangement.

DAILY TRIPS FOR BOSTON.

COMMENCING June 22nd, and continuing until September 12th, inclusive, the Steamers of this Company will make daily trips, Sundays excepted, as follows:—

ST. JOHN, MONDAY, 7.25 a. m., and EASTPORT at noon, Boston direct.

TUESDAY, 7.25 a. m., and EASTPORT at noon, to Portland, connecting with Boston & Maine R. R. train, due in Boston at 11.10 a. m.

WEDNESDAY, 7.25 a. m., and EASTPORT at noon, Boston direct.

THURSDAY, 7.25 a. m., and EASTPORT at noon, Boston direct.

FRIDAY, 7.25 a. m., and EASTPORT at noon, to Portland, connecting with Boston & Maine R. R. train, due in Boston at 11.10 a. m.

SATURDAY, 7.25 a. m., and EASTPORT at noon, Boston direct.

Returning, leave Boston same days at 8.30 a. m., standard, and Portland at 5 p. m.

Connections at Eastport with steamer Charles Houghton for St. Andrew's, Calais and St. Stephen.

Freight received daily up to 5 p. m.

C. E. LAEHLER,
Agent, St. John, N. B.

aug17-4w

Opening Races

—AT—
SOURIS DRIVING PARK

—ON—
Saturday, Sept. 26th, 1891.

\$230 IN PRIZES!

National Trotting Association Rules.

CHEAP RAILWAY FARES:—From Charlottetown and return, 85 cents, and all intermediate stations in proportion. Special Train arriving at Souris at 10 o'clock (local); returning, leaves Souris at 6 p. m.

1st. Green Race.....Purse \$30 00
2nd. Three Minute Class....." 50 00
3rd. 2 1/2 Class....." 50 00

In addition to the above, a purse of \$100 is offered a class making a record of 2.33. In this race three to enter and two to start.

In the first, second and third races, five to enter and three to start.

Purses to be divided:—60, 30 and 10 per cent. for first, second and third respectively, except fourth race, which will be 65 and 35 per cent.

Entrance fee payable as follows:—5 per cent. with nomination, and 5 per cent. the evening before the races.

All entries to close September 25th.

Refreshment Saloons and all the amusements usual at public gatherings will be provided.

To make this the best day's sport of the season we want everybody to attend.

Admission to Grounds, 25 cents.

GEO. B. McEACHERN,
Secretary.

Souris, August 21, 1891.