THE HERALD

WEDNESDAY, AUGUST 19, 1891.

ALL matter for publication in the HERALD should be in this office by noon on Tuesday. Persons wishing their advertisements changed *must* advise us Saturday forenoon.

DRAWING TO A CLOSE.

It is now more than a year since the public first heard of the charges of corruption and malfeasance in office, preferred by the Grits, on the platform, in Parliament and through the press, against Thomas McGreevy M. P., and Sir Hector Langevin, Minister of Public Works. During the general election in March last, the Opposition made these charges do duty for all they were worth against Sir John Macdonald and his administration. Indeed, they constituted one of the chief planks in the Opposition platform, and they were, possibly not without hope that they might obtain power by means of them. The members of the Government met the issue squarely, and informed the public that an opportunity would be given for the fullest possible investigation of the charges, and that to everyone found guilty condign punishment would be meted out.

When the elections were over the Grits, as usual, found themselves in the minority. Then, when Parliament met and the charges were formulated by Mr. Tarte, the whole case was referred to the committee of privileges and elections. This committe has a wider jurisdiction than an ordinary court, and is fully empowered to enter into and pursue to a close the most searching and thorough investigation of any case committed to it. This being so, it would be natural to expect that anyone tried before it would not be prejudged, and that those interested, if actuated by a love of justice or fair play, would await the hearing of the evidence on both sides before passing judgment.

Has this been the course pursued by the Opposition in this matter? Not at all; from the day the committee commenced its labors the grit newspapers have been filled with all manner of ridiculous, exaggerated and false reports regarding the evidence, while everything favorable to the accused was conveniently suppressed. Time and again, according to the reports sent abroad by the opponents of the Government, the administration was "tottering" and the Opposition were preparing to assume the reins of Government. Mr. Murphy and Robert McGreevy, who have been proved to be about as unreliable and shady characters as could well be imagined, were trotted out to destroy the Liberal-Conservative Government. These men by their conduct on the witness stand have only succeeded in covering themselves with a greater degree of odium and reproach than previously attached to them, if such a thing were possible.

For upwards of three long months the investigation has been continued; many witnesses have been called and innumerable documents have been submitted for examination. Much of the time of Parliament has been spent, uselessly in many cases; but what cared the Grits if they could only see any hope of "smelling office," as Grip puts it. During all this time Sir John Thompson, who watched the case for the Government steadily adhered to his determination of sifting the case to the bottom, and of finding out the guilty ones and punishing them when found.

To injure the Government by fastening a charge on Sir Hector Langevin, one of its members was the desire of the opposition in this whole matter. In the charges preferred by Mr. Tarte nothing was laid directly and personally against Sir Hector, but only by implication and insinuation, so that the Minister of Public Works could only gain from the progress of the investigation, the nature of the defense he would be called upon to make. When the time came for him to put in his defense he voluntarily appeared before the committee, asked to be sworn and then submitted a thorough and lengthy vindication of his public and private character. He gave a categorical denial to every charge made against him, then submitted himself to a rigid cross examination, during which he did not deviate one iota from his positive statements. Realizing the necessity and justice of the members of the cabinet, as well as the other members of the committee and of the House having the greatest freedom in dealing with him, Sir Hector tendered his resignation as a minister of the crown before he appeared before the committee.

Sir Hector is the man the Grits were looking for, and now that they have had an opportunity of dealing with him they don't appear to be so jubilant as they were before he gave his evidence. We don't see such flaming headlines in the grit papers over the news from Ottawa as was wont to characterize them during the earlier stages of the investigation. All the evidence has been taken before the committee and its labors are completed with the exception of the hearing of counsel which commences to-day. It will likely take some days for counsel to address the committee. After that will come the report of the committee to the House and the action of the Commons thereon. Until that takes place let all who are actuated by a spirit of justice and fair play withhold their judgment.

THE BAIE DES CHALEUR SCANDAL.

As we have already intimated, the investigation of the boodling in connection with the Baie des Chaleurs railway has caused quite a sensation in political circles in Ottawa as well as in the Provinces of Quebec. A notable feature of the affair is the conduct of those Quebec Cabinet ministers and other Grit politicians whose names have been connected with the affair. No sooner was the scandal discovered than they hied hither and thither, some were all at once taken seriously ill, others crossed the line into the United States, and some took passage to Europe. Not only that; but the Grit members of the Senate and their friends at Ottawa did everything possible to prevent the investigation.

The Government of Quebec passed a bill through the Legislature giving it power to revoke railway charters then passed an order in council revoking the charter granted to the company who had first contracted for the building of the Baie des Chaleurs railway. The next move was to get some one to take up the work, at least apparently. Mr. C. N. Armstrong seems to have been the man for the place. He entered into negotiations with Mr. Pacaud, editor of L'Electeur, the leading Mercierite organ in the Province of Quebec. Mr Pacaud is also, it appears, chief Grit organizer in the Province. He acted as middle man in the negotiations between Armstrong and the Government. It has now come out in Armstrong's evidence that Mr. Pacaud would not agree to go on with negotiations unless he were promised one hundred thousand dollars. Finally Armstrong agreed to give that amount in order to proceed. Then the Government of Quebec granted $280,000 as subsidy to the railway. Mr. Armstrong was given letters of credit to that amount, and out of this Mr Pacaud received his $100,000. Of this amount Mr. Paucaud appears to have reserved for himself the larger share, and the balance seems to have been given to associate boodlers, among them no less a personage than Mr. Tarte, the prosecutor in the McGreevy affair. Besides this about $75,000 more seem to have found their way into other channels than paying for work on the Baie des Chaleurs Railway. It is estimated that something over fifty thousand dollars of the money went to pay Premier Mercier's private debts.

This will give some idea of how the public money was manipulated in this scandalous transaction for the personal benefit of Mr. Mercier and his friends. Mr. Pacaud, who could tell more about this affair than anyone else, started for Europe as soon as he found he was summoned to appear before the committee of investigation. He announced in his paper before starting that he was advised to take the trip by Mr. Mercier and Mr. Laurier. The public will draw their own conclusions from this fact. Mr. Garneau, who was acting Premier when the order in council was passed authorizing the payment of the money, on being summoned to appear before the committee, sent word that he was too ill to go to Ottawa. Mr. Lonergan, another man whose presence was wanted goes off to old Orchard Beach, in the State of Maine, so as to be out of reach of the authorities. Thus it will be seen that everything possible has been done by Mr. Mercier's friends to burk the investigation. We would ask the public to contrast the conduct of the Grits in this matter with the Conservatives in the Tarte-McGreevy affair. In the latter case the Liberal-Conservative Government did everything possible to facilitate the enquiry and to sift the matter to the bottom, but in the matter of the Baie des Chaleur railway scandal not only do the Grits at Ottawa try to prevent an investigation, but every witness wanted from the Province of Quebec gets out of the way as quickly as he is able. But then, it must be remembered that this is the "Party of Purity."

We notice that the Grit papers of the Maritime Provinces have very little to say regarding this latest evidence of "pure" political methods in the Province of Quebec. Are they unable to get any news from Ottawa now? Of course, until the evidence pro and con is given the case should not be judged, but, to say the least, it looks like a pretty bad scandal.

EDITORIAL NOTES.

THREE million Canadian eggs received in the English market in the space of ten days and selling at a remunerative price is a sad outlook for the Opposition. They will have to hatch elsewhere for a grievance.

As will be seen by the figures in another column, the new City Bill, submitted to the plebiscite vote on Wednesday last, was carried by a considerable majority. A large number of electors did not vote. We did not believe the bill was just to the tax-payers of Charlottetown, and for that reason strongly opposed it. However, since it has been carried we shall be pleased if it produces as much good as its advocate claimed for it.

PREMIER Mercier's chief supporters no sooner heard of the proposed investigation into the Bay Chaleurs steal than they developed remarkably poor health and departed forthwith for the sea-shore. Mr. Armstrong left Ottawa immediately to rusticate at Inch Arran. Mr. Lonergan breathes the sea breezes at Old Orchard Beach. Mr. Garneau, Mercier's commissioner of public works, wires from Point au Pic that "my state of health does not allow me to go to Ottawa at present." There is no doubt but there is a sick lot of gifts at Quebec who are terrified at the prospect of an investigation into the Mercier government's steal.—*Exchange.*

As the Privileges and Elections committee draws to an end of its labors it is possible to make some computation of what it will cost the country. Those best qualified to speak state that between $65,000 and $75,000 will have to be expended to meet the cost of the enquiry. The expert accountants and engineers alone have been paid close upon $3,000, if not more than that, but the principal charge will be that for printing, which will be enormous. The work at the printing bureau is seriously impeded by the vast amount of material thrown upon it by the investigation in progress, and this promises to be increased by the Senate enquiry, and at present over four and a half tons of type are standing in the Government printing office.

AN Irish M. P. asked a question recently in the House of Commons concerning the Ulster mail bags from England, which, upon arrival at Dublin, are taken off the train and carried on jaunting cars across the city to be deposited again in the same railway cars from which they had been taken. He wanted to know the object of this practice. The answer of the Postmaster-General was, in effect, that the jaunting cars traverse the city from one railway station to another in shorter time than the train can get around, and Irish members are always clamoring for "acceleration of the mails." But Larry Doolin, who drives the jaunting car, must wait for the train, so that nothing is gained by his fast driving, and the time taken for unloading and loading the bags is wasted. Mr. Raikes evidently considers the arrangement as a very superior Irish "bull." But the laugh goes against himself.—*Exchange.*

REFERRING to the Baie Des Chaleurs Railway scandal and Mr. Pacaud's connection therewith, a Montreal despatch gives the following as a partial list of Pacaud's commissions up to date: Commissions in the Lockwood matter, $5,000; Whelan award, $1,500; Whelan award, $5 000; Whelan award, $10,000; Temiscouata railway, $20,000; Baie Des Chaleurs railway, $15,000; Baie Des Chaleurs railway, $100,000; total, $156,500. Of course, Pacaud was the agent of the gang, which included Mr. Tarte, the self constituted censor of public morals and member for Montmorency. With reference to the fourth item, it is a notorious fact that Tarte in his own room at the St. Lawrence hall admitted to contractor Whelan and Mr. Lemieux that he received half of the amount, viz., five thousand dollars although Tarte added that he did not authorize Pacaud to blackmail Whelan, as the former had unquestionably done.

WHEN Mr. Mercier first took office he found it hard to make ends meet; but now he lives like a Prince. Referring to this fact *La Presse*, a Montreal newspaper, says: "It is known, and it can be proven, that when he came into power in 1878 he had no fortune, which is no dishonour. It is equally proven that Mr. Mercier, after having lived in great style, is to-day the proprietor of real estate exceeding in value the full amount of his salary since 1887. Has the country not a right to have an explanation on this score? Mr. Mercier is the country's employe, and he must be treated like every other employe. There is in this matter more than a party question. There is a question of national dignity and of public morality. The dignity of the country requires that all that is said of the first minister be shown to be false; that he should not steal, that he should not enrich himself at the country's expense, and that his revenues should be perfectly legimitate. Public morality exacts imperiously this proof of the honesty and wealth of the Prime Minister, because nothing so corrupts a people as the idea that offenders in high station go unpunished. As long as Mr. Mercier has not established that the capital needed to purchase his properties has been legitimately acquired the people will have a right to think and to say that they were furnished in spite of himself and that there is no difference between the proceedings of the First Minister and the exploits of a vulgar Robert Macaire."

A SUCCESSFUL ISLANDER ABROAD.

Mr. Charles D. McPhee, of Denver Colorado, accompanied by his wife and family, is at present visiting the Island. Mr. McPhee may, justly and without fear of contradiction, be styled one of the most successful Islanders abroad. He is a nephew of the late Rev. Pius McPhee and was born and brought up at Big Pond Lot 45, near East Point. Early in life he learned the trade of joiner and carpenter. Twenty-two years ago he left these shores, a good mechanic, with willing hands, a manly heart and sterling integrity. These constituted his worldly fortune. He went to Denver which at that time was but a small town of twelve or fifteen hundred inhabitants. There he has remained ever since, and the small town of those days has grown to be the great city of the plains with a population of about one hundred and fifty thousand people. This is certainly a striking instance, not so much of the man growing up with the place, as of the place growing up with the man. From small beginnings in the building and contracting line, Mr. McPhee gradually expanded his business until McPhee & Co., became the leading contractors in Denver. They acquired extensive real estate interests and erected large factories and other buildings necessary for the conduct of their ever increasing business. As the city grew this property steadily increased in value.

The firm now consists of McPhee and McGinnity. The junior partner came into the business about nineteen years ago as book-keeper, and from that position he has advanced to be a full partner. For the last twelve years they have not done any building. Their business now is the supplying of all manner of builders, materials, and all kinds of wood and wood-work for the exterior and interior of buildings, from the finest mahogany down. All kinds of hard-ware, paints, glass, in fact everything required for the finishing of a building is supplied by them, wholesale. They employ about two hundred and fifty hands in their factories and warehouses.

The business transacted by Mr. McPhee's firm last year, amounted to the enormous sum of one million seven hundred thousand dollars. The real estate and buildings of the firm in connection with their business is valued at upwards of one million and a quarter of dollars. Within the past year Mr. McPhee erected a magnificent block, called the "Mac Block," as his own private property, independent of the firm. The rental of this block, when all occupied, will be about $40,000 a year.

It is not in business alone that Mr. McPhee has become closely identified with the city of his adoption. In social circles, and indeed in every walk of life he is easily one of Denver's foremost citizens. A few years after his advent to the city of the plains he married a lady of that place. Eight children, three sons and five daughters are the pledges of this happy union. These, as the grow up, are sent to the best Catholic schools in the country to complete their education. His eldest son, a young man of about eighteen years, has just graduated, a gold medalist, from the University of Notre Dame, Indiana, and his eldest daughter is attending the Convent of the Sacred Heart, Manhattenville, N. Y.

Mr. McPhee is still in the prime of life, being but about forty-six years of age. He has paid many visits to the Island since he made Denver his home. Some idea of the manner of man he is may be learned from the fact that it was principally to afford his aged mother the pleasure of seeing all his children together before she should die, that he took the trouble of bringing them all with him on this visit. Such men as Mr. McPhee are worthy of success. While becoming honored and respected citizens of the land of their adoption they don't forget the home of their childhood.

RUSTICO.

Among the many thriving agricultural settlements in our Province, Rustico holds no secondary place. The district or parish of Rustico is situated on the North Shore, about sixteen or seventeen miles from Charlottetown. Like many other places, it has subdivisions—such, for instance, as South Rustico, North Rustico, Rusticoville, etc. Rustico proper fronts on Rustico Bay, which has its outlet in the Gulf of St. Lawrence, by the big and little harbors. On the East side, Wheatley River, which empties in the bay above named forms a boundary, whil on the west it is bounded by Hunter River, which also loses itself in the same bay. Besides these rivers, the place is cut up by many other minor streams. This principal of these is Winter River, which extends inland some considerable distance from the bay.

The inhabitants of Rustico are principally Acadian French, whose ancestors settled there many years ago. The parish church is dedicated to St, Augustine, and the spiritual wants of the large congregation are ministered to by the Rev. G. DeFinance, a native of old France. The church is flanked by a commodious parochial house, and close by is a large and beautiful convent-vent, where good sisters of the Congregation de Notre Dame carry on the work of Christian education. Here the daughters of the parishioners are trained in learning and virtue. Not far from the church is a substantial stone building in which is conducted the business of the Farmer's Bank of Rustico, the smallest bank in the world. This bank was founded through the exertions of the Rev. Father Belcourt, a former pastor, and has been a source of great convenience to the people. It has recently had its charter extended.

Grand Pere or Simeons Point, not far from the Church is about the oldest sittled portion of Rustico. Near here resides Mr. Adrian Doiron, a prosperous farmer and cashier of the Rustico Bank.

Rusticoville is towards the Northern portion of the parish, not very far from the big harbor Here there are wharves and warehouses and other shipping facilities. Mr. Joseph Gallant carries on an extensive business at this place.

At the big harbor Mr. Churchill carries on an extensive fishing establishment, and, on a fine day, great numbers of white sailed fishing boats and vessels may be seen prosecuting their search for the finny inhabitants of the deep. The farms, in many instances small, are for the most part well cultivated, and there is a general air of thrift and comfort among the people.

The Church is nicely finished, has an excellent choir and the ceremonies of public worship are well carried out. Father De Finance is an eloquent preacher in English as well as French. The parish has also a Brass Band of no inferior quality. On the 15th of August, the national Feast of the Acadians solemn ceremonies are held in the church, followed by a procession, with banners and music. We hope to be able to lay before our readers in our next issue some account of this year's celebration, which took place on Saturday last.

A FAMOUS INSTITUTION.

The San Francisco Chronicle of July 27th. contains the following account of the proceedings at St. Vincents Orphan Asylum. Father McKinnon, Superintendent of the institution, is the Rev. W. D McKinnon, formerly of Melrose Grand River East.

The second quarterly meeting of the Society of St. Vincent de Paul was held yesterday at St. Vincent's Orphan Asylum, near San Rafael. Over 200 members of the society and a number of invited guests left this city by the 8 o'clock boat, and about 50 more joined the party at San Rafael. Upon arrival at the asylum the party proceeded to the chapel, where mass was celebrated by Rev. Father Cottle of St. Bridget's Church of this city. Archbishop Riordan preached the sermon, choosing for his text Luke xviii, 9-14.

After the sermon the meeting of the society was held, the Archbishop presiding. Seated on either side of him were Mayor Sanderson, Supervisor Burling, J. M. Burnett, president of the society, and Father McKinnon, the superintendent of the Asylum. Reports were read from thirteen conferences of San Francisco and from the Youths' Directory, giving receipts and expenses.

The Archbishop spoke in high praise of the work of Father McKinnon of the orphans' asylum, saying there were 600 little boys there and something ought to be done to give them instruction in mechanical trades. "At present," said he, "they have harness, shoe and tailoring establishments, in each of which fifteen boys can be employed. The harness is equal to the best obtainable in the city, and we ask for customers for our output. The shoes and clothes are used by the boys here. The learning of a trade makes a boy feel independent and puts him on his feet in the world. We want help to establish such departments of labor for the boys' so that when they leave our care they will be equipped to earn their daily bread."

After a few congratulatory words from Mayor Sanderson, the visitors retired to the assembly hall, where a brief programme was rendered in excellent style by the boys.

At the conclusion of the exercises the guests were invited to partake of a bountiful collation spread in the dining-room.

An inspection of the entire institution showed it to be in excellent condition, the dormitories being scrupulously neat and other departments equally well kept.

DOMINION PARLIAMENT.

In the House on Monday, the 10th inst., in answer to a question Hon. Mr. Foster told Mr. Laurier that the government had heard of a commercial treaty between the United States and Spain, also that negotiations for a treaty between Canada and Spain would be resumed.

Mr. Trow asked what is the total amount paid by the government for type purchased for the printing bureau, and what commission was paid to deliver such type into the government office at Ottawa. Hon. Mr. Chapleau said the amount was $116,000. The system of commissions has not yet reached the department of printing.

Mr. Ingram, who is regarded as a labor representative from Ontario, and who was himself a railway brakeman before he came to the house, read the following motion: "That in view of the great loss of life resulting to employes of railway companies in the coupling and uncoupling of railway cars, it is the opinion of this house that a sum of money should be set apart by parliament to be offered as a reward for the invention of the best and most satisfactory self-acting car coupler calculated to obviate such accidents, and that means should be provided by the government to pass upon said inventions and report upon the same to the minister of railways and canals, or such persons as he may designate to receive such report, and to make the award as provided for in this resolution." After showing how great had been the loss of life of train hands on Canadian and other railways, Mr Ingram referred with pleasure to the last Intercolonial report, in which it was stated that for the protection of life, steam heating and electric lighting and air brakes had been adopted on a great number of trains and would be applied to the whole service. Mr. Ingram explained the defects and dangers of the present methods of car coupling, and stated that of three thousand inventions of automatic systems only three were found of practical utility, therefore he hoped that the government would adopt the course suggested in his motion, which, it being six o'clock, he withdrew.

After recess Hon. Mr. Costigan's bill in restraint of fraudulent marking, and Sir John Thompson's supreme and exchequer courts act, received their third readings. The act authorizing the transfer of public property to provincial government, Hon Mr. Bowell's customs amendment, and Hon. Mr. Costigan's petroleum inspection act, were read a second time, and afterwards the controverted elections act was discussed.

When the estimates of the Northwest pensions were before the house Tuesday afternoon, Col. Amyot occupied about an hour in an explanation of his "forts and provisions" despatches from the Northwest. These despatches he justified now by stating that ten or a dozen of the enemy might have come in and carried off the provisions and ruined the whole expedition. He had been ridiculed by the press as a personal coward. All these attacks and reflections on him were made for the purpose of discrediting and insulting his race.

On the item of superannuation in the estimates, the annual discussion on the subject of retiring allowances to civil servants took place. Several members declared against it altogether. Others on the opposition side found fault with the conduct of the government in its application of the rule. Naturally the discussion put members of the late Mackenzie government on their defence. They did not, however, undertake to defend the superannuation of the effective postmaster of St. John to make place for J. V. Ellis, through the case was presented to the house Mr. Mills thought that these events of fifteen years ago should not be brought up at this late day. He claimed that his party was turned out, and, quoting a Turkish proverb, said he would rather change his mind every day than be always wrong.

The evening session was mainly devoted to the discussion of militia estimates, and mostly to the item of military clothing.

When the House was moved into supply Wednesday afternoon, Mr. Cameron of Huron moved a want of confidence amendment condemning the course of the Government in the matter of the Tay Canal. Mr. Cameron thought the work, which was begun in 1883, ought not to have been constructed as a public work and that it had cost too much.

The discussion continued until 9.30, when a vote was taken in a somewhat thin house. The vote stood for the motion 82; against it 100. Mr. Taylor, the conservative whip, claims that one of the opposition members broke his pair and voted.

The question of the management and future of the Intercolonial railway was then brought up by Dr. Weldon of Albert. He showed that the deficits on that railway had amounted to over three million dollars in 15 years. The deficits previous to 1880 were very large; there were then a few years of small deficits and one or two small surpluses; then again large and growing deficits. He quoted the state of affairs under the two governments and under the management of the railway by Alexander Mackenzie, doubtless one of the ablest men of his party, by Sir Charles Tupper, one of the most energetic and capable men in his party and by Mr. Pope and Sir John Macdonald for shorter periods. Dr. Weldon thought the history of this railway under both parties showed that political management had not been a great success. It was shown that railways were crowded with hangers-on of members of parliament and that political influence worked against public interest in many ways. Dr. Weldon then described the course taken by the colony of Victoria, which established an entirely independent and non-political commission for the management of its railway system. This method was strongly opposed and somewhat distrusted at first, but now, at the end of seven years, it had so amply justified itself that there was not the slightest movement or agitation for a return to the old system.

Sir John Thompson observed that Dr. Weldon had brought this matter to the attention of late Premier sometime ago and Sir John Macdonald had given some attention to the subject. The Minister of Justice considered the question well worthy of attention and study. It must not be forgotten that the Australian situation was unlike ours. In Australia the Government owned all railways, so that there was no competition and it happened also that there was no water competition. Freight and passenger rates were much higher in Australia than here. Sir John took occasion to correct the impression that freight rates on the Intercolonial were abnormally low. He believed that through coal rates, which had been much criticised, were not lower than would be made by a company owning the railway. This however, was no reason why the railway should not be managed on sound business principles. He thought many charges relating to the inconvenience of the present system of management were not well founded. He would further remark that the Intercolonial was constructed by virtue of national compact. It must be so maintained as to carry out its political purpose as a bond of union between the provinces. He would welcome and assist in a thorough enquiry into the present system and reform of any abuse that might exist. The debate was continued by several other members until a late hour.

Sir John Thompson moved when the House met Thursday that in consequence of the refusal of Thomas McGreevy to reply to questions asked in the privileges committee he be summoned to report to the House in his place next Tuesday.

On motion for supply Sir Richard Cartwright submitted the following amendment: "That the acceptance of gifts or testimonials of any kind on the part of ministers of the Crown or any member of their families from contractors, government officials or others having pecuniary relations with the government is entirely opposite to the sound principle of administration and calculated to bring parliamentary government into contempt and that the example thus given tends to corrupt and demoralize officials serving under ministers who accepted or permitted the acceptance of gifts or testimontals as aforesaid." Sir John Thompson said, referring to the resolution that if it contained half what Cartwright had said in his speech, the house would no doubt feel called upon to vote it down. However, members were not called upon to vote for the speech, but for the abstract principles. The general principles were so sound that the Minister of Justice said he was disposed to accept them. He would therefore not oppose the amendment.

This speech rather took the wind out of the opposition sails. Several members who had furious speeches prepared sadly threw them back in their desks and the prospective grit ministers looked sad as they saw disappear the chances of receiving testimonials when their time should come.

Hon. Mr. Costigan said that as one Minister who had received a testimonial he would discuss the question, first observing that he was quite in favor of the motion. He did not at the time he entered the Ministry flatter himself that he was called to the cabinet for his great ability; he was chosen largely as the representative of a minority element in the population. He was not free from faults, but he knew that he was free from temptation to try to make gain out of his influence as a minister. When the testimonial was given him he assumed it to come from friends and from people he specially represented. Two years ago and not till then he learned the names of the subscribers. He proposed now to send the list to Sir Richard Cartwright and invited the latter to take two friends of his own party and examine that list. If among the contributors the name of a single person could be found who could be assumed to have benefitted by subsequent influence of the minister in consequence of the gift, he would promise to recoup the money. He did not ask proof; proof was difficult but he would accept the opinion of Sir Richard Cartwright and his friends as sufficient proof.

The amendment passed without opposition and the House went into supply, taking the railway estimates. Most of the evening session was devoted to a discussion of the item for increased railway accommodation at Halifax. The votes for additional accommodation at Moncton and extension along the harbor front of St. John, passed without opposition and the House adjourned.

Friday afternoon an equal right discussion arose on the Northwest bill. Col. O'Brien set the ball rolling. There is nothing in the measure which he (Col. O'Brien) desired to oppose but he took the opportunity to say that he thought the people of the North West should have the privilege of abolishing separate schools if they wished. Though the Bill suited the equal righters as well as nationalists the discussion raised by Col. O'Brien occupied the time till recess and the House was in committee on the bill all the evening. Toward the close Col. Amyot brought up the dual language question but the heather did not take fire.

Just before the house adjourned a pleasing incident occurred. Sir Richard Cartwright rose and asked the privilege of referring to the Hon. Mr. Costigan's remarks of yesterday. Sir Richard stated that in his own reflections on ministers who have accepted testimonials he had no reference to such cases as that of the Minister of Inland Revenue. On the contrary he regarded the Costigan testimonial as not in the class of objectionable gifts, but as perfectly justifiable proceeding. This being so he did not accept Mr. Costigan's offer of the privilege of examining the list of contributors. He thought it his duty to set himself right and make his position clear on this point. Hon. Mr. Costigan expressed his satisfaction with this handsome declaration and the House adjourned.

LOCAL AND OTHER ITEMS

REV. MR LLOYD has returned to the city and resumed his music teaching. Pupils will find him on Pleasant Street, as will be seen by advertisement in this day's HERALD.

REV. FATHERS CARON and Gregoire, Redemptorists, were at the Palace on Friday night last. They went west on Saturday morning to conduct missions at Fifteen Point and Egmont Bay.

As will be seen by advertisement in this day's HERALD, the Convent de Notre Dame opens its academic year on the first of September. This institution possesses exceptional advantages for the mental and moral training of young ladies, and is in every way deserving of extensive patronage.

IN another column will be seen the advertisement of the reopening of the classes at St. Dunstan's College The building is now fitted up with modern improvements and everything calculated to advance the students or minister to their comfort is done for them. Apart from the educational advantages which the institution affords, there is no place where the physical health of students is more assured.

ON Tuesday the 11th. inst., Rev. Francis J. McDonald, the vetern pastor of St. George's Grand River East, celebrated his seventy-fifth anniversay of his birth day. A number of his brother priests and friends assembled to celebrate the day in a manner most suitable and agreeable to the venerable priest. About nine o'clock solemn high mass was sung, Rev. Father McLean, of St. Margarets being celebrant, with Rev. M. J. McMillan of St. Teresa's as deacon, and Rev. R. J. Gillis of St. Peters as sub-deacon, while Rev. Damien McDonald assistant at St. George's directed the ceremonies. Rev. Dr. McMillan of Palmer Road presided at the organ, and Rev P. A. McEachen of this city assisted in the sanctuary. The members of the congregation turned out in large numbers to honor the occasion. After the religious services the venerable pastor entertained the visiting clergy to dinner and the remainder of the day was agreeably spent.

DIED.

At New Annan Lot 19 on the 16th of May Arthur McGill in his 97 year. Mr. McGill was born in County Antrim Ireland in 1794. He went to Scotland with his parents when five years old where he remained till April 1830 when he and his aged mother emigrated to Prince Edward Island with the late Rev. Father John McDonald of Glenaladale on board the ship Corsair. They landed in Charlottetown on June 6th. 1830, from there he and his mother went to New Annan where he resided till the time of his death. Also the same place on May 27th. from the effect of La Grippe Sarah Curran the beloved wife of the late Arthur McGill. Aged 81 years. May their souls rest in peace.—Com.

Summerside Journal please copy.

ANOTHER OPPORTUNITY.

TO SECURE SOME RARE BARGAINS.

We have secured One Case of sample WOOL KNIT SHAWLS—German make—which we shall offer for a short time at VERY MUCH below their value. A few of them slightly soiled will be sold for half price.

STILL ANOTHER.

We are offering the balance of our SPRING SACQUES DOLMANS, CAPES and FICHUS at prices reduced sufficiently to please the shrewdest buyer.

As we are anxious to completely close out these lines to make room for our immense Fall stock, we shall not allow price to interfere with sales.

BEER BROS.

J. P. & Co. are Selling

—ALL KINDS OF—

SUMMER GOODS

—AT—

REDUCED PRICES.

Bargains in Dress Goods, Dolmans, Millinery, Capes, &c.

Special Value in Old Ladies Black Shawls.

Trunks and Travelling Bags at Low Prices.

JAS. PATON & CO.,
MARKET SQUARE.

Prince Edward Island Railway.

1891. SUMMER ARRANGEMENT. 1891.

On and after Monday, June 1st, 1891, Trains will run as follows:—

TRAINS FOR THE WEST.

STATIONS.	Expr's	Accom	Ac'm
	A. M.	A. M.	P. M.
Charlottetown ....dp	6 00	8 45	3 30
Royalty Junction....	6 14	9 17	3 49
North Wiltshire....	6 48	10 02	4 35
Hunter River....	6 58	10 15	4 50
Bradalbane....	7 23	10 48	5 26
Emerald Junction....	7 30	10 56	5 40
Freetown....	7 40	11 10	5 55
Kensington....	7 53	11 29	6 17
Summerside ....ar	8 15	12 00	6 50
Summerside ....dp	8 30	P. M. 1 05	
Miscouche....	8 45	1 26	
Wellington....	9 05		
Port Hill....	9 35	2 35	
O'Leary....	10 30	4 00	
Bloomfield....	10 47	4 25	
Alberton....	11 14	5 15	
Tignish....ar	11 55	6 05	

		P. M.
Emerald Junction..dp		5 45
Cape Traverse....ar		6 35

TRAINS FROM THE WEST.

STATIONS.	Expr's	Accom	Accom
	P. M.	A. M.	
Tignish....dp	1 10	6 00	
Alberton....	1 50	7 05	
Bloomfield....	2 15	7 44	
O'Leary....	2 32	8 10	
Port Hill....	3 23	9 35	
Wellington....	3 52	10 18	
Miscouche....	4 11	10 44	
Summerside ....a	4 25	11 05	
Summerside ....dp	4 55	P. M. 12 00	A. M. 6 15
Kensington....	5 17	12 31	6 48
Freetown....	5 30	12 50	7 10
Emerald Junction....	5 40	1 04	7 20
Bradalbane....	5 47	1 12	7 39
Hunter River....	6 12	1 43	8 14
North Wiltshire....	6 22	1 57	8 30
Royalty Junction....	6 56	2 41	9 17
Charlottetown....ar	7 10	3 00	9 35

		A. M.
Cape Traverse....dp		6 25
Emerald Junc....ar		7 15

TRAINS FOR THE EAST.

STATIONS.	Expr's	Accom
	P. M.	A. M.
Charlottetown....dp	3 15	6 30
Royalty Junction....	3 30	6 50
Bedford....	3 58	7 28
Mount Stewart Junc. ....ar	4 25	8 05
Mount Stewart Junc. ....dp	4 30	8 20
Morell....	4 58	9 00
St. Peter's....	5 20	9 30
Bear River....	5 55	10 14
Souris....ar	6 25	10 55
	P. M.	A. M.
Mount Stewart Junc....dp	4 35	8 25
Cardigan....	5 28	9 38
Georgetown....ar	5 45	10 00

TRAINS FROM THE EAST.

STATIONS.	Expr's	Accom
	A. M.	P. M.
Georgetown....dp	7 00	1 40
Cardigan....	7 17	2 03
Mount Stewart Junction....ar	8 10	3 10
	A. M.	P. M.
Souris....dp	6 15	12 40
Bear River....	6 46	1 18
St. Peter's....	7 20	2 00
Morell....	7 49	2 39
Mount Stewart Junc. ....ar	8 10	3 10
Mount Stewart Junc. ....dp	8 15	3 20
Bedford....	8 40	3 58
Royalty Junction....	9 05	4 28
Charlottetown....	9 20	4 45

Trains are run by Eastern Standard Time.

J. UNSWORTH,
Superintendent.

Railway Office, Ch'town, May. 28, 1891.—6i

Haying TOOLS.

Scythes,
Snaths,
Stones,
Rakes,
Forks.
Machine Oil,
Sweet Oil.

Wholesale & Retail.

DODD & ROGERS,
CHARLOTTETOWN.

Binder Twine

JUST RECEIVED,

100 BALES BINDER TWINE

For Sale at Lowest Wholesale Prices.

DODD & ROGERS.

July 29, 1891.—4i

HOW TO CURE A HEADACHE.

In case of the ordinary nervous headache, from which women suffer so much, says an authority, remove the dress waist, knot the hair high up on head out of the way and, while leaning over the basin, place a sponge soaked in water as hot as can be borne on the back of the neck. Repeat this many times, also applying the sponge behind the ears, and, if the assertion of the writer is not a mistaken one, in many cases the strained muscles and nerves that have caused so much misery will be fitted to relax and smooth themselves out deliciously, and very frequently the pain promptly vanishes.

One or two of EVERYBODY'S PILLS taken occasionally will generally PREVENT these Headaches, and hundreds can testify to their efficacy in this and kindred troubles These Pills are prepared only by A. S. JOHNSON, CHARLOTTETOWN, and are sold by druggists at 25 cents per box. Their action is mild and pleasant, and persons using them will not experience any annoying after effects, so common to ordinary purgative medicines.

May 14, 1891.