Quebec Morning Chronicle

VOL. XLIV. QUEBEC, WEDNESDAY, AUGUST 12, 1891. NO. 15,991.



Quebec Central Railway.

Quebec, Boston New York, Portland and White Mountain Line.

Solid Train Service Between Quebec and Boston Daily Via Sherbrooke and White River Junction.

Through Coach, Quebec to Portland Daily via Dudswell Junction, and Quebec to Newport on Night Trains via Sherbrooke.

The Only Line running combined Parlor and Sleeping Cars between Quebec and Springfield and Quebec and Boston and Quebec and Fabyans, N.H., without change.

ON AND AFTER MONDAY, JUNE 29, 1891, Trains will run as follows :—

EXPRESS—Leave Quebec (Ferry) 1.30 P.M. Leave Levis 2.00 P.M. Arrive Sherbrooke 8.00 P.M. Boston 8.10 A.M. New York 11.40 A.M. This train runs through from Quebec to Boston without change. Monarch Buffet Parlor Sleeping cars Quebec to Springfield and Quebec to Boston without change.

PASSENGER—Leave Quebec (Ferry) 8.30 P.M. Leave Levis 9.15 P.M. Arrive Sherbrooke 4.30 A.M. Boston 4.55 P.M. New York 7.20 P.M. and via Dudswell Junction arrive Fabyans 8.50 A.M., Portland 12.15 P.M., Boston via North Conway, 3.30 P.M. Monarch Parlor Sleeping Cars Quebec to Fabyans, N.H., via Dudswell Junction, connecting with Pullman cars at Lancaster, N.H., for Portland and Boston. Through Coach (cushioned seated) between Quebec and Portland and Quebec and Newport. This train will leave Quebec on Sunday nights instead of Saturday nights.

MIXED—Leave Quebec (Ferry) 1.15 P.M., Levis 1.40 P.M. Arrive Beauce Junction 5.45 P.M., St. Francis 6.45 P.M.

GOING NORTH.

EXPRESS—Leave New York 4.00 P.M. Boston 7.45 P.M. Sherbrooke 7.40 A.M. Arrive Levis 1.35 P.M., Quebec (Ferry) 1.45 P.M.

This Train runs through Boston to Quebec via White River Junction and Sherbrooke without change of cars.

Monarch Parlor Sleeping Cars Boston to Quebec and Springfield to Quebec without change.

PASSENGER—Leave New York 10 A.M., Boston 1.00 P.M.; or leave Boston via North Conway 1.15 P.M., leave Portland 1.05 P.M. Arrive Levis via Dudswell Junction 6.35 A.M., Quebec (Ferry) 6.45 A.M.

Monarch Parlor Sleeping Cars Fabyans to Quebec via Dudswell Junction without change.

Through Coach Portland to Quebec without change via Dudswell Junction and Through Coach Newport to Quebec without change via Sherbrooke.

MIXED—Leave St. Francis 6.00 A.M., arrive Beauce Junction 7.05 A.M., Levis 10.20 A.M., Quebec (Ferry) 10.30 A.M.

This is the best railway accommodation that has ever been given between Quebec and New England, and enables the citizens of Quebec to travel with comfort to any of the principal cities along the line of the Boston & Maine or Maine Central Railways without being subject to the inconvenience of changing cars.

Baggage also goes through without being disturbed or changed from one car to another in transit.

Tourist tickets to Newport, the White Mountains, Boston and New York are on sale from June 1st to October 31st, and Saturday excursion tickets good to go on Saturday and return the following Monday, are on sale from June 1st to September 30th.

For further information apply to ticket office opposite the St. Louis Hotel, or to any of the Company's Agents.

FRANK GRUNDY, Gen'l Manager. J. H. WALSH, Gen. Frt. & Pas. Agt.

August 8, 1891.

QUEBEC AND LAKE St JOHN Ry.

ON AND AFTER MONDAY, 15TH JUNE, 1891, Trains will run to and from Quebec, as follows, Sundays excepted :—

LEAVE QUEBEC.

8.30 A.M. (From C. P. R. Station) Through Express for Lake St. John, daily, arriving at Chambord Junction at 4.47, and at Roberval at 5.15 P.M.

5.30 P.M. (From Louise Dock Station) Local Express for St. Raymond, daily, arriving there at 7.05 P.M.

ARRIVE AT QUEBEC.

6.15 A.M. Through Express leaves Roberval daily (including Sundays but not Saturdays) at 8.30 P.M. and Chambord Junction at 9.00 P.M., arriving at Quebec (C. P. R.) at 6.15 A.M.

8.40 A.M. Local Express leaves St. Raymond, daily, 7.05 A.M., arriving at Quebec (Louise Dock) at 8.40 A.M.

8.15 P.M. Mixed leaves Riviere a Pierre, daily at 2.45 P.M., St. Raymond at 5.20 P.M. and Lake St. Joseph at 6.50, arriving at Quebec (C. P. R.) at 8.15 P.M.

20 minutes at Lake Edward for lunch.

Freight for points in Lake St. John and Saguenay districts, East of Chambord Junction, must be billed to Chambord Junction, and for Roberval, and points West thereof, to Roberval.

☞ No Freight billed after 5 P.M. at Quebec.

SINGLE FARE Return First-Class Tickets on Saturdays good to return till following Tuesday, are issued from Quebec to all Stations.

Monarch Parlor Cars on all through day trains, and Monarch Sleeping Cars on all night trains. Seats, berths and tickets may be secured from R. M. Stocking, opposite St. Louis Hotel.

The steamer "Ida" will run on Lake St. Joseph between Station and Lake View House, from 15th June to 14th September in connection with trains.

Mr. Beemer's steamer "Undine" and "Peribonca" will run as follows on Lake St. John :—

Commencing on Monday, 15th June, and during the tourist season, the steamer "Peribonca," Captain George Martin, or steamer "Undine," Capt. H Savard, will leave Roberval daily, including Sunday, at 9 A.M., for the Island House at the Grand Discharge, arriving there at 11 A.M. Returning will leave Grand Discharge at 4 P.M., arriving at Roberval at 6 P.M.

Steamer "Peribonca," will run to the River Peribonca twice a week or oftener in connection with mill business and colonization.

The right is reserved to alter this time bill at pleasure.

Excellent land for sale by Government in the Lake St. John Valley at nominal prices. New settlers, their families and a limited quantity of effects will be transported by the Railway free.

Special advantages offered to parties establishing Mills and other industries.

For information as to Freight and Passenger Rates, apply to ALEXANDRE HARDY, General Freight and Passenger Agent, Quebec.

J. G. SCOTT, Sec. & Manager, Commercial Chambers, Quebec.

July 21, 1891.



Quebec, Montmorency and Charlevoix Railway.

COMMENCING SUNDAY, THE 31ST May, 1891, Trains will run as follows :—

WEEK DAYS.

Leave Quebec for St. Anne at	Arrive Quebec from St. Anne at
7.25 A.M.	6.35 A.M.
10.00 A.M.	8.25 A.M.
5.15 P.M.	1.05 P.M.
6.30 P.M.	5.40 P.M.

Leave Quebec for Montmorency at 2.00 P.M.
Arrive Quebec from Montmorency at 4.25 P.M.

SUNDAYS.

Leave Quebec for St. Anne at	Arrive Quebec from St. Anne at
6.00 A.M.	6.35 A.M.
7.10 A.M.	7.55 A.M.
8.20 A.M.	1.05 P.M.
2.00 P.M.	5.40 P.M.
6.30 P.M.	

Trains leaving Quebec at 6.00 and 8.20 Sunday mornings, do not stop at intermediate stations, and are the most convenient for Pilgrims.

For other information apply to the Superintendent.

W. R. RUSSELL, Superintendent. G. S. CRESSMAN, Manager.

May 30, 1891.

GRAND TRUNK RAILWAY.

FAST EXPRESS TRAIN SERVICE.

— FROM QUEBEC TO —

Sherbrooke, Portland, Boston, New York, Ottawa, Kingston, Peterborough, Toronto, Niagara Falls, Hamilton, London, Detroit, Saginaw, Bay City, Chicago, &c., &c.

NO. 4 DAY EXPRESS DAILY.

Leave Quebec (Ferry)............10.45 A.M.
" Levis (G. T. R.)............11.10 A.M.

Intercolonial Railway Sleeper to Montreal. Through Coach to Worcester, Mass., via Sherbrooke. Passengers leaving Quebec at 10.45 arrive at Sherbrooke at 4 P.M.

NO. 2 NIGHT EXPRESS DAILY (except Sunday).

Leave Quebec (Ferry)............8.25 P.M
" Levis (G. T. R.)............8.55 P.M.

Pullman Sleeper to Montreal.

Through Coaches to Montreal and Portland.

No. 6 Mixed train for Richmond leaves Quebec (Ferry) 9.15 A.M. Levis 9.35 A.M. daily except Sundays and Mondays.

FRO THE WEST.

Express Trains arrive at Levis 6.20 A.M. and 2.00 P.M. Mixed trains at Point Levi 1.00 A.M., and 8.00 P.M.

THROUGH TICKETS TO ALL POINTS in Western States, Manitoba, North-West Territories, British Columbia and the Pacific Coast, are issued by this route.

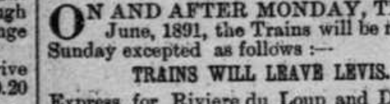
☞ One Management only from Quebec to Chicago.

For fares, time tables, Sleeping Car accommodation, and general information, apply to the Company's Ticket Offices, opposite St. Louis Hotel, and 17, Sous-le-Fort Street, also at the Company's Wharf Quebec and Levis and Point Levi Stations.

L. J. SEARGEANT, General Manager.

WM. EDGAR, General Passenger Agent.

June 29, 1891. apl20



Intercolonial Railway.

1891. Summer Arrangement 1891.

ON AND AFTER MONDAY, THE 22ND June, 1891, the Trains will be run daily, Sunday excepted as follows :—

TRAINS WILL LEAVE LEVIS.

Express for Riviere du Loup and Dalhousie............ 7.25
Accommodation for Riviere du Loup.... 8.00
Express for Halifax and St. John........ 14.30
Accommodation for Riviere du Loup..... 17.45

TRAINS WILL ARRIVE AT LEVIS.

Accommodation from Riviere du Loup.. 5.15
Express from Halifax and St. John..... 10.40
Accommodation from Riviere du Loup.. 16.45
Express from Dalhousie and Riviere du Loup............ 20.05

The Sleeping Car attached to Express Train leaving Levis at 7.25 o'clock runs to Dalhousie and the Sleeping Car attached to Express Train leaving Levis at 14.30 o'clock runs to Halifax.

All the cars on this train are lighted by Electricity, and heated by steam from the locomotive.

The Train arriving at Levis at 10.40 o'clock, will run daily from River du Loup.

☞ All Trains are run by Eastern Standard Time.

Tickets may be obtained, and also information about the route, and about Freight and Passenger Rates at the

QUEBEC AGENCY, 49, Dalhousie Street, Quebec.

D. POTTINGER, Chief Superintendent.

Railway Office, Moncton, N. B., June 17th, 1891.

June 19, 1891. tdec31



INTERCOLONIAL RAILWAY. OF CANADA

THE DIRECT ROUTE BETWEEN THE West and all points on the Lower St. Lawrence and Baie des Chaleur, Province of Quebec; also for New Brunswick, Nova Scotia, Prince Edward's Island, Cape Breton and Magdalene Islands, Newfoundland and St. Pierre.

Express Trains leave Montreal and Halifax daily (Sunday excepted) and run through without change between these points in 27 hours and 30 minutes.

The Through Express Train Cars of the Intercolonial Railway are brilliantly lighted by electricity and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travellers.

New and elegant Buffet, Sleeping and Day Cars are run on all Through Express Trains.

The popular summer sea bathing and fishing resorts of Canada, are along the Intercolonial, or are reached by that route.

The attention of Shippers is directed to the superior facilities offered by this route for the transport of Flour and General Merchandise intended for the Eastern Provinces, including Cape Breton and Newfoundland; also for shipments of Grain and Produce intended for the European Market.

Tickets may be obtained, and all information about the route; also Freight and Passenger rates, on application to the Intercolonial Railway Agency, 49 Dalhousie Street, Quebec.

D. POTTINGER, Chief Superintendent.

Railway Office, Moncton, N.B., 29th June, 1891.

July 1, 891. tdec31

CANADIAN PACIFIC RY

TRAINS LEAVE QUEBEC.

***1.15 P.M.** WEEK DAYS for Montreal, Ottawa, Toronto, Chicago and all points West, for St. Johns, Newport, Boston, and all points in New England and intermediate Stations, through cars from Quebec to Montreal Junction, no change at Mile End as heretofore. Also through trains to the North West and Pacific Coast from St. Martin's Junction.

×1.15 P.M. SUNDAYS for Montreal and intermediate Stations, Toronto and Chicago and points West.

†10.03 P.M. WEEK DAYS for Montreal, Ottawa, Toronto and points West, also connecting at Montreal with the Through Trains, without change, for St. Paul, connecting at Sault Ste. Marie with Trains over Duluth, South Shore and Atlantic Railway, and points west of and at St. Paul with all diverging lines. Also, for Boston, Portland, Springfield, Connecticut River points and intermediate Stations.

TRAINS ARRIVE AT QUEBEC :

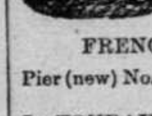
From Chicago, Detroit, Toronto, Montreal, Boston and intermediate Stations, †6.30 A.M., †3.00 P.M., on week days, and on Sundays at ÷10.03 P.M.

*Daily, Sundays included.
÷Sundays only.
†Daily, except Sundays.
n Reservation Sleeping Car Acc.

QUEBEC TICKET OFFICES :—St. Louis Hotel, Palais Station, and 87, St. Peter Street.

W. F. EGG, Dist. Pass. Ag't. Montreal. D. McNICOLL, Gen. Pass. Agt

July 14, 1891. mar31



COMPAGNIE GENERALE TRANSATLANTIQUE.

FRENCH LINE TO HAVRE.

Pier (new) No. 42, North River, foot of Morton Street.

LA TOURAINE..........Sat. Aug. 15, 1 P.M.
LA BOURGOGNE......Sat. Aug. 22, 9 A M.
LA CHAMPAGNE...Sat. August 29, 1 P.M.
LA NORMANDIE....Sat. Sept. 5, 4.30 A.M.

For passage apply to A. FORGET, 3, Bowling Green, New York. R. M. STOCKING, 32 St. Louis Street Quebec.

August 10, 1891. h-Lm



ALLAN LINE.

ROYAL MAIL STEAMSHIPS.

1891.—SUMMER ARRANGEMENTS.—1891.

This Company's Lines are Composed of Double-Engined Clyde Built

IRON AND STEEL STEAMSHIPS.

THEY ARE BUILT IN WATER-TIGHT compartments, are unsurpassed for strength, speed and comfort, and are fitted up with all the modern improvements that practical experience can suggest.

Liverpool, Londonderry, Quebec and Montreal Service.

From Liverpool.	From Derry.	Steamships.	From Quebec.
16 July	17 July	CIRCASSIAN....	2 Aug
23 "	24 "	POLYNESIAN...	9 "
30 "	31 "	SARDINIAN	16 "
6 Aug	7 Aug	*MONGOLIAN ..	....
13 "	14 "	PARISIAN......	30 "
20 "	21 "	*NUMIDIAN....	....
27 "	28 "	CIRCASSIAN....	13 Sept
3 Sept	4 Sept	SARDINIAN.....	20 "

RATES OF PASSAGE FROM QUEBEC.

Cabin............................$40.00 to $100.00
According to Steamer and Accommodation
The $40 rate applies to ss. Mongolian and Numidian only.
Intermediate..............................$30.00
Steerage...................................$20.00

*Steamships Mongolian and Numidian will not carry Intermediate or Steerage Passengers on voyage to Liverpool.

☞ Parisian, Sardinian, Mongolian and Numidian are lighted throughout with the Electric Light.

Glasgow, Quebec and Montreal Service.

From Glasgow.	Steamships.	From Montreal to Glasgow on or about
16 July	COREAN........	4 August
23 "	BUENOS AYREAN	11 "
30 "	PERUVIAN......	18 "
6 Aug	NORWEGIAN......	25 "
13 "	SARMATIAN.....	1 September

These Steamers do not carry Passengers on voyage to Europe.

London, Quebec and Montreal Service.

From London.	Steamships.	From Montreal to London on or about
23 July	MONTE VIDIAN	13 August
4 Aug	ROSARIAN.....	25 "
14 "	BRAZILIAN....	4 September

These Steamers do not carry Passengers on voyage to Europe.

☞ Return Tickets, available for 12 months, issued at reduced rates.

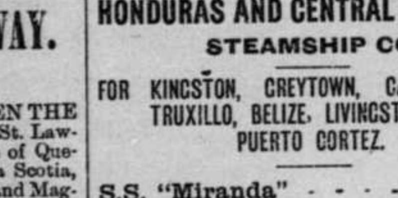
☞ Berths not secured until paid for.

An experienced Surgeon carried on each vessel.

The Liverpool Steamers are intended to leave Quebec at 9 A.M. on the advertised date of sailing.

For further particulars apply to ALLANS, RAE & CO., Agents.

July 30, 1891.



HONDURAS AND CENTRAL AMERICAN STEAMSHIP CO.

FOR KINGSTON, GREYTOWN, CAPE GRACIAS, TRUXILLO, BELIZE, LIVINGSTON, AND PUERTO CORTEZ.

S.S. "Miranda" - - - - July 14.
S.S. "Hondo" - - - - July 17.
S.S. "Santurt" - - - - Aug. 1.

Loading Berth, North Central Dock, Atlantic Basin, Brooklyn, Hamburg Line Pier, One block to right of Hamilton Ferry on dock.

The above steamers were especially built for the trade, and have excellent passage accommodation amidships, forward of the engines. They are 1700 tons register and have all conveniences, baths, smoking room, social hall, etc., etc.

For rates of passage, etc., apply to

JAMES RANKINE, Manager.
11 Kemble Building,
19 WHITEHALL STREET, NEW YORK
Thos. Cook & Son, Passenger Agents, 261 Broadway, New York.

July 1, 1891. march6

CUNARD LINE.



NEW YORK TO LIVERPOOL VIA QUEENSTOWN, FROM PIER 40, NORTH RIVER.

FAST EXPRESS MAIL SERVICE

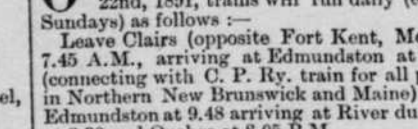
AURANIA..........Saturday, Aug. 15, 1 P.M.
UMBRIA...........Saturday, Aug. 22, 7 A.M.
SERVIA..........Saturday, Aug. 29, 1.30 P.M.
BOTHNIA......Wednesday, Sept. 2, 3.00 P.M.
ETRURIA..........Saturday, Sept. 5, 7 A.M.
AURANIA......Saturday, Sept. 12, 11.30 A.M.
GALLIA..........Wednesday, Sept. 16, 3 P.M.
UMBRIA...........Saturday, Sept. 19, 6 A.M.

Cabin Passage $60, and upwards; intermediate, $35. Steerage Tickets to and from all parts of Europe at very low rates. For freight and passage apply to the Company's Office, 4 Bowling Green, New York.

VERNON H. BROWN & CO., General Agents.

Or to R. M. STOCKING, 32, St. Louis Street, Quebec

August 8, 1891.



TEMISCOUATA RAILWAY.

ON AND AFTER MONDAY, JUNE 22nd, 1891, trains will run daily (except Sundays) as follows :—

Leave Clairs (opposite Fort Kent, Me.,) at 7.45 A.M., arriving at Edmundston at 9.05, (connecting with C. P. Ry. train for all points in Northern New Brunswick and Maine) leave Edmundston at 9.48 arriving at River du Loup at 2.30 and Quebec at 8.05 P.M.

Returning leave Quebec (I. C. Ry. Montreal Express) 7.25 A.M., and River du Loup at 12.30, arrive at Edmundston at 5 P.M., leave at 5.40 arrive at Clairs at 6.40 P.M.

CONNECTIONS

At River du Loup with trains of the I. C. R'y. (Montreal and Chicago Express) and Boats of the Richelieu & Ontario Navigation Co'y. for the Saguenay River and Quebec. At Edmundston with trains of the C. P. R'y. At Clairs with Ferry for Fort Kent, and Stage for the Upper St. Francois.

Lakes Temiscouata, Squattock, Touladi, Cabano, Horton and Eagle, and Rivers Touladi, Cabana and Madawaska, all touched by this line, abound with excellent Trout. Good hotel accommodation; Guides and Boats at reasonable rates.

T. CROCKETT, Gen. Supt. D. B. LINDSAY, Gen. Pas. & Frt. Agt.

General Offices Rive d Loup, P. Q.

June 23 189 feb8-Lm

DOMINION LINE

ROYAL MAIL STEAMERS.

Running in connection with the Grand Trunk, Canada Pacific, Intercolonial, and other Canadian Railways and Steamers



SUMMER SEASON, 1891.

LIVERPOOL SERVICE.

Steamship.	From Liverpool.	From Montreal.	From Quebec
OREGON......	June 19th..	July 8th	
*TORONTO.....	" 26th..	" 15th	
VANCOUVER..	July 2nd..	" 18th	July 19th
SARNIA.......	" 10th..	" 29th	
DOMINION....	" 17th..	Aug 5th	
OREGON......	" 24th .	" 12th	
*TORONTO....	" 31st..	" 19th	
VANCOUVER..	Aug 6th..	" 22nd	Aug 23rd
SARNIA......	" 14th..	Sept 2nd	
LABRADOR....	" 21st..	" 9th	

BRISTOL SERVICE, FOR AVONMOUTH DOCK. From Montreal

	From Bristol.	From Montreal.
TEXAS..........	June 18......	About July 8
PEVERIL........	July 4.. ...	" " 22
ONTARIO........	" 11......	" " 29
DOMINION........	" 18......	" Aug 5
TEXAS..........	" 25......	" " 12
ONTARIO........	Aug 15......	" Sep 2
DOMINION........	" 22......	" " 9

No Passengers are to be booked for Bristol steamers except per S.S. "Dominion;" cabin passengers only, at $40 and $45.

Rates of Passage :

CABIN—From Montreal or Quebec to Londonderry or Liverpool, $35 to $80. Return $70.00 to $150.

Intermediate, $30.

Steerage, $20.

☞ Berths not secured until paid for.

These Steamers have Saloon, State-Rooms, Music-room and Bath-rooms amidships, where but little motion is felt.

The accommodation for SECOND CABIN on these Steamers is exceptionally good, and well worthy the attention of the travelling public.

*This Steamer has no Intermediate accommodation.

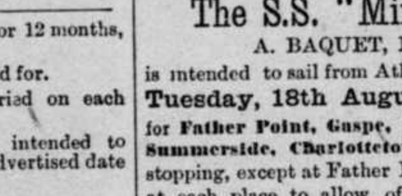
The "Vancouver" is lighted throughout with the Electric Light, and has proved herself one of the fastest Steamers in the Atlantic trade.

For Freight or Passage, apply : In Liverpool, to Flinn, Main & Montgomery, 24, James Street; David Torrance & Co. Exchange Court, Montreal.

WM. M. MACPHERSON, AGENT, Quebec.

July 11, 1891.

Quebec Steamship Company.



The S.S. "Miramichi,"

A. BAQUET, Master,

is intended to sail from Atkinson's Wharf, on **Tuesday, 18th August at 2 P.M.,** for **Father Point, Gaspe, Mal Bay, Perce, Summerside, Charlottetown, and Pictou,** stopping, except at Father Point, a few hours at each place to allow of passengers going ashore.

Has excellent accommodation for passengers.

Shippers are requested to mark the port of destination in full on all packages, to avoid mistake in landing.

For Freight or Passage, apply to ARTHUR AHERN, Secretary, St Andrew's Wharf.

R. M. STOCKING, Passenger Agent, Opposite St. Louis Hotel.

August 5, 1891.

BERMUDA AND WEST INDIES ROYAL MAIL LINES OF THE Quebec Steamship Company,

SAILING FROM PIER 47 NORTH RIVER, NEW YORK.

For Bermuda—

SS. ORINOCO, Thursday, August 13, at 3 p.m.

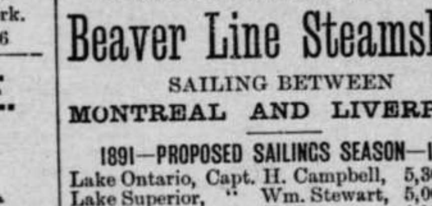
For St. Croix, St. Kitts, Antigua Dominica, St. Lucia, Barbadoes and Trinidad :—

SS. CARIBBEE, Saturday, August 15th, at noon.

For Freight, passage and insurance, apply to A. E. OUTERBRIDGE & CO., Agents, 39, Broadway, New York.

ARTHUR AHERN, Secretary, Quebec.

August 4, 1891.



CANADA SHIPPING CO.

Beaver Line Steamships

SAILING BETWEEN

MONTREAL AND LIVERPOOL.

1891—PROPOSED SAILINGS SEASON—1891.

Lake Ontario,	Capt. H. Campbell,	5,300 Tons	
Lake Superior,	" Wm. Stewart,	5,000	"
Lake Huron,	" F. Carey,	4,100	"
Lake Winnipeg,	" Herriman,	3,300	"
Lake Nepigon	" Taylor,	2,300	"

From Liverpool.		Steamships.	From Montreal	
May	15......	Lake Winnipeg......	June	3
"	22......	Lake Superior.......	"	10
"	29......	Lake Huron..........	"	17
June	5......	*Lake Nepigon.......	"	24
"	12......	Lake Ontario.........	July	1
"	19......	Lake Winnipeg.......	"	8
"	26......	Lake Superior.......	"	15
July	3......	Lake Huron..........	"	22
"	10......	*Lake Nepigon.......	"	29
"	17......	Lake Ontario.........	Aug.	5
"	24......	Lake Winnipeg.......	"	12
"	31......	Lake Superior.......	"	19
Aug.	7......	Lake Huron..........	"	26
"	14......	*Lake Nepigon.......	Sept.	2
"	21......	Lake Ontario.........	"	9
"	28......	Lake Winnipeg.......	"	16
Sept.	4......	Lake Superior.......	"	23
"	11......	Lake Huron..........	"	30

RATES OF PASSAGE, MONTREAL TO LIVERPOOL

Saloon, $40, $45 and $50.

Round Trip, $80, $85 and $90.

According to steamer and accommodation.

*The $40 and $80 Rates are per Lake Nepigon only.

Intermediate $30, Steerage, $20.

Each steamer carries a duly qualified Surgeon and experienced stewardess.

Round trip tickets good for one year.

Passages and Berths can be secured on application to the Montreal Office or any local Agent.

For further information apply to H. E. MURRAY, General Manager, 4 Custom House Square, Montreal.

Or to H. H. SEWELL, 125 Peter Street, Quebec

May 16, 1891. Fm



For the North Shore.

S.S. "OTTER," CAPTAIN GEO. M. May, will sail on Thursday morning, 13th August, at 9 o'clock, and fortnightly, for Natashquan, calling at Rimouski for the Mails for Bertimis and places as far as Esquimau Point.

For the South Shore.

S.S. "BEAVER," CAPTAIN J. B Masson, sails on Tuesday afternoon, 11th August, at 4 o'clock, and fortnightly, for Paspebiac, calling at Ste. Anne des Monts and intermediate places.

For Freight or Passage, apply to A. FRASER & CO

August 4, 1891. ap

Must not be confounded with common cathartic or purgative pills. Carter's Little Liver Pills are entirely unlike them in every respect. One trial will prove their superiority. m,w,fri&w

Sir Hector Resigns.

His Defence Before the Committee of Privileges and Elections.

Denies all Knowledge of Fraud

NEVER RECEIVED A BRIBE

AND HAS ONLY DONE HIS DUTY.

OTTAWA, August 11.—The Committee of Privileges and Elections met this morning at 10.30 o'clock.

It has been known for some days that Sir Hector Langevin would appear to give evidence this morning, but intense excitement was aroused by an editorial announcement in the *Citizen* this morning, that Sir Hector Langevin had placed his resignation in the hands of the Premier. The room in which the inquiry was held was packed to suffocation by a dense mass of members of Parliament and outsiders anxious to hear the statement of the Minister of Public Works. Sir Hector entered the room attended by Sir John Thompson. Immediately after the minutes had been read,

Sir Hector rose and said : Mr. Chairman, I have seen, as many others, the minutes of the proceedings of this Committee, and finding my name was connected with this enquiry, I have thought fit to come here of my own accord and ask to be put upon oath to make a statement to the Committee.

Sir Hector having been duly sworn then spoke as follows :—I regret that in consequence of the manner in which, as respects myself, this enquiry originated. I have been obliged to appear to be passive while charges of the gravest character have been gradually accumulated against me, by the slow and unusual process of adducing evidence upon them before they had been formulated or communicated to me. If Mr. Tarte, when he brought his accusations in the House of Commons on the 11th of May, 1891, had made his charges directly against me, I would have at once, pending the enquiry, put my resignation as Minister of Public Works in the hands of the Prime Minister, in accordance with the custom followed in such cases in England; but his statement, apparently, aimed only at Mr. McGreevy, and the facts with which he subsequently connected my name were not stated at the time as directly implicating me in any improper act, or as indicating on my part any guilty object or any intention of failing in my duty. In so far as they seemed directed towards my conduct they were vague and indeterminate, but when the evidence came to be adduced before the Committee, it became plain that it was intended to assail me directly, and even then the charges intended to be made against me were not stated at once in full, but left to be gradually developed by the evidence; so that it was not until Mr. Tarte's case was completed last week that I became fully aware of the imputation against my official conduct.

From these facts, it may be easily understood why I was not represented by counsel at enquiry, as undoubtedly would have been my course in justice to myself, if, by being informed of the accusations to be levelled at me, I had been given the opportunity of defending myself. Now, however, I know whereof I am accused, I have to answer and to explain. I intend to meet the accusations by the most positive denial, but I feel bound at once to lay my resignation as Minister of Public Works in the hands of the First Minister, so that my colleagues, as well as the Committee and the House of Commons, may have the greatest freedom in judging my acts and the value of the accusations brought against me.

To-day, I ask to be allowed to make under oath a statement of my conduct in the several matters inquired into; I wish here to meet all the accusations, either direct or indirect, which, according to me, are found in the evidence. I hope none will escape my notice.

I begin by declaring that in all Departmental works mentioned before the Committee, I have fulfilled my duty most conscientiously, to the best of my knowledge of matters and of my ability, without ever having allowed any one to influence me by promises or gifts of any kind whatever, and that my acts have always had public interest as their object; that I never received gifts, loans or values whatever, directly or indirectly, from the firm of Larkin, Connolly & Co., or from any of its members; that in truth Mr. Thos. McGreevy and I have been for a long time on friendly terms and that he has been my guest at Ottawa in the period from 1878 to 1890 whilst I resided here as a Minister, and during which I did not receive from him and he never offered me any sum of money, gift or loan; that Mr. Thomas McGreevy has never communicated directly or indirectly, to my knowledge, any verbal information or documents, that my duty would have required to hold as private; that I never authorized any one to communicate to him any such information, and he has received none to my knowledge; that I did not know before Mr. Tarte adduced evidence on the subject that Mr. Robert H. McGreevy was a partner with Messrs. Larkin, Connolly & Co. or interested in their contract, and that Mr. Thomas McGreevy never gave me reason for suspecting that he was personally interested, directly or indirectly, in their works; that I always had full confidence in the integrity and capacity of the Chief Engineer of Public Works (Mr. Perley), and of the other officers of my Department who had anything to do with the works which have been enquired into; that up to the time Mr. Perley admitted it, I did not know that he had received any gift from the firm of Larkin, Connolly & Co. or from any of its members; that, therefore, not being myself an engineer, I considered I was justified in accepting and treating as correct the statements of the Chief Engineer and to adopt his advice about works of which, on account of their special nature, I was not competent personally, to form an accurate idea.

Having made, as honor and truth required it, this first general denial, I now take up in detail such of my facts as are attacked by the evidence adduced by Mr. Tarte.

These facts have reference :—

1st. To the contract of 1882, about dredging in the harbour of Quebec.

2nd. To the contract of 1882, about the building of the cross wall and locks or gates in said harbour.

3rd. To the contract of 1884, in connection with the Levis graving dock also in said harbour.

4th. To the contract of 1887, for the dredging of the wet basin in said harbour.

5th. To the contract of 1886, for the building of the south wall in the same harbour.

6th. To the contract of 1884, for the building of the Esquimalt graving dock in British Columbia.

7th. To the subsidies granted to the Baie des Chaleurs Railway Company.

8th. To the payment of large sums of money to myself by certain members of the firm of Larkin, Connolly & Co.

The first five heading refer to contracts executed under the direction of the Quebec Harbour Commissioners and not under that of my Department. In order to determine the responsibility of the Minister of Public Works, it is necessary to establish the extent of his duties and his precise sphere of action with reference to these contracts. It is to be observed that the Harbour Commissioners of Quebec are a Corporation, created by a statute (36 Vic., chapter 62,) having the control of the harbour of Quebec, (section 15), and the duty of making therein all the improvements which they find necessary (section 17) when Parliament has voted money for these works. It has reserved in certain cases to the Government of Canada a restricted control and in all other cases it has left the entire control to the Corporation. Thus the Act of Incorporation authorized the Governor-General-in-Council to raise by an issue of debentures of the Harbour Commission of Quebec, a sum of $1,200,000, a part of which was to be used for redeeming old debentures, the balance to be handed to the Corporation to pay for the improvements to be executed in the harbour. The statute required that the Commissioners would submit the plans of the proposed improvements for the approval of the Government before their execution, and this approval is authorized to be given only on a favorable report of the Ministers of Marine and Fisheries and of Public Works.

In 1875 an Act (38 Vic., Chap 56, Section 2,) authorized the Governor General-in-Council to borrow $500,000 for building a graving dock at Quebec. The Act provided that the Finance Minister shall make out of this sum no advance to the Commission before the site and dimensions of the dock, the plans and specifications and the draft of contract for the works of construction have been approved by the Governor-General-in-Council, on the report and recommendation of the Ministers of Marine and Fisheries and of Public Works. The funds were to be handed to the Corporation as the works progressed, on the report of the Minister of Public Works showing that the progress was satisfactory.

In 1880 an additional authority was granted by Parliament to the Governor-General-in Council, (43 Vic., Chap. 17,) to obtain by an issue of debentures a sum of $250,000, so as to enable the Harbour Commissioners to complete the tidal dock, the construction of which they had begun after 1873 on plans approved by the Governor-General-in-Council.

In 1882 authority was given the Governor-General-in-Council, (43 Vic., Chap. 47), to raise $375,000 for the construction of a cross wall and lock. The Act provides that the plans of these works be prepared by the Department of Public Works, that they be submitted to the approval of the Governor-General-in-Council, and that tenders be called by him for the execution and that he gives the contract for the same.

In 1884 (46 Vict., chap. 40) a sum of $100,000 was voted for the Graving Dock, and in 1884 (47 Vict., chap. 10) another sum of $150,000 was voted for the same object.

In 1884 (47 Vict., chap. 9) Parliament authorized an advance of $300,000 to be utilized for the completion of the Tidal Dock. The Act does not contain any provision for any special action by the Government, who is to advance the money from time to time.

In 1886, (49 Vict., chap. 19) an advance of $750,000 to be made, from time to time, as needed, with no special condition.

In 1887, (50-51 Vict., chap. 51), additional and final advances are authorized, one of $160,000 and the other of $1,100,000, to enable the Commission to continue and complete the construction of the Graving Dock and the works of improvement in the harbour of Quebec. In each and every one of the above cases, the Government has fully acted up to the requirements of the statute.

It is now the time to explain my action with reference to the contracts which were awarded in pursuance of the advances which have just been referred to for the erection of works in the Harbor of Quebec, and to reply to the insinuations as well as to the charges made against me and against my administration.

CONTRACT OF 1882.

Dredging in the Harbour of Quebec.

With reference to this contract, Mr. Tarte insinuates that the Minister of Public Works having learnt from Mr. Thomas McGreevy that his brother, Mr. Robert McGreevy, was to become a member of the firm of Larkin, Connolly & Co. and having approved of such action, unduly favored that firm with respect to the award of contracts for the works with the intention of also favoring the said firm during the execution of the works, and that for that purpose he took a share in the dismissal of the Engineers employed by the Harbour Commission, Messrs. Kinnipple and Morris, and the appointment of Messrs. Perley and Boyd in their place. These insinuations are unjust and false. Up to the day Mr. Tarte made public his accusations I never heard that the Messrs. McGreevy were personally interested in the dredging works. I had no reason to suspect that Mr. R. McGreevy wished to become a partner with Messrs. Larkin, Connolly & Co., and in no case have I given my assent or consent to such a thing. On his side, Mr. Thomas McGreevy had never said anything to me about it. On the 27th July, 1882, the Corporation transmitted to the Department the tenders they had received and informed it that they had given the contract for these works to Messrs. Larkin, Connolly & Co. They requested that the draft contract should be submitted for approval by the Governor-General-in-Council. Messrs Larkin, Connolly & Co's. tender was not the lowest and the Corporation did not explain why they had accepted it. The Department requested them to explain, and on the 8th of August it received the answer containing their explanations hereto attached. The next day the Corporation requested in writing to be allowed to sign the contract. On the 18th of August they gave additional explanations about the reasons which induced them to accept Messrs. Larkin, Connolly & Co's. tender. Their letter is attached hereto. Finally, on the 21st of August the draft contract received the approval of the Governor-General-in-Council. The contract was carried on by the Harbour Commissioners, who wrote to my Department on the 29th July, 1885, respecting the continuation of the dredging in the harbour basin, which could not be proceeded with by reason of the monies voted by Parliament being exhausted. By letter of the 31st July my Department informed them that it agreed to the resumption of the dredging, provided the sum expended did not exceed $50,000 and that the contractors would not call for payment until Parliament should have made further advances to the Commission. The Departmental letter was written in pursuance of a report of the Chief Engineer, dated the 31st July, recommending that course. In this matter I believe I did all I could reasonably do to master the subject. The explanations given by the Corporation must have appeared to me sufficient to induce me not to delay further the approval of the draft contract, I consulted only public interest, I have in no way contributed to the dismissal of the Engineers, Messrs. Kinnipple & Morris, I had not to give it my assent. On the 7th December, 1882, the Harbor Commissioners wrote to the Minister of Public Works complaining of those Engineers, who resided in England and whose absence was the cause of vexatious delays and of considerable increase of expense, and requesting them to be replaced by Canadian Engineers. Here is the original letter :

"HARBOR COMMISSIONERS' OFFICE, Quebec, 7th December, 1882.

Memorial to the Honorable Sir Hector L. Langevin, C.B., K.C.M.G., Minister of Public Works, Ottawa.

The Quebec Harbor Commissioners most respectfully show that in consequence of certain difficulties, as hereinafter enumerated, with Messrs. Kinnipple & Morris, the Engineers, with reference to the execution of their plans and specifications with the Harbor Improvements in the river St. Charles and the Graving Dock at Levis, the Harbor Commissioners are of opinion that a change is desirable for the satisfactory completion of these important public works. That the Harbor Commissioners beg to suggest that the superintendence for the completion of the harbour improvements and the Graving Dock should be entrusted to engineers residing in the country, and the services of Messrs. Kinnipple & Morris should be retained as consulting engineers only when required."

The reasons the Commissioners produced in support of their request are as follows, viz. :—

"1st. When the majority of the present Commission came into office, they found an agreement signed by Messrs. Kinnipple & Morris, dated 23rd August, 1875, by which these Engineers agreed to superintend the harbor improvements as enumerated in their plan No. 1, Sec. H. H. H., and the construction of the Graving Dock, at 5 per cent commission : 2½ per cent has been paid on the total cost of both these works and the balance, 2½ per cent for superintending them, which latter has been unsatisfactorily performed owing to their absence from this country, having their residence in England. Although paid their commission regularly, they have visited these works on the following dates :—In 1887, Mr. Morris arrived at the end of March and left in the beginning of May; in 1878, he arrived at the end of April and left in the beginning of July; in 1879, he arrived in the middle of July and left in the middle of September; in 1880, he arrived at the end of July and left at the end of August; in 1881, Mr. Kinnipple arrived the 27th of April, left the 12th of May, returned the 28th of the same month and left the 2nd June; this year Mr. Morris arrived the 8th July and left the 16th November, after an absence of over two months to British Columbia.

2nd. To carry out the execution of these plans and specifications, they had no responsible Engineers on the works, except those paid by the Harbour Commissioners. Many alterations were and still are required, which through their absence are a constant cause of delays and extras charged by the contractors, as proved by the disputed accounts produced by Messrs. Peters, Moore & Wright, and lately settled by the Government arbitrators.

3rd. That similar defects in the plans and specifications have been noted by the Harbor Commissioners at the Graving Dock entrance, which have been valued by Messrs. Kinnipple & Morris at a cost of $15,000 to $20,000; $20,000 have been actually spent in its foundations and the total cost will exceed $72,000, as shown by the Government Chief Engineer in his report dated the 11th October, 1882.

4th. The refusal of Messrs. Kinnipple & Morris to comply with the Harbor Commissioners' request and come to Quebec when required and to arbitrate herein the disputed accounts with the contractors, has been the cause of serious delay and additional expenses both in the construction of part of No. 1 in the harbor improvements and the graving dock. That the Commissioners, with their past experience and absence of the engineers from the country, added to the difficulties of carrying out the works and considering the great importance of these public works, the large amount required for dredging the tidal basin, the wet dock and the building of the cross wall, earnestly request your immediate attention to authorize the Commissioners to come to an agreement with the present Engineers, Messrs. Kinnipple & Morris.

Humbly submitted on behalf of the Quebec Harbor Commissioners,

(Signed) A. H. VERRET, Secretary Treasurer."

After consulting with my colleagues, I answered the Corporation that I had not the power to interfere and it was for them alone to decide whether their Engineers should be discharged. This is my letter :

"DEPARTMENT OF PUBLIC WORKS, OTTAWA, 22nd May, 1883.

SIR,—Having reference to the suggestion of your Board, made in their memorial of the 7th December last, that the superintendence of the completion of the Harbour Improvements at Quebec and of the Graving Dock at Levis be entrusted to Engineers residing in Canada, and that Messrs. Kinnipple & Morris be retained as Consulting Engineers only when their services as such shall be required, I am directed to state that the Honorable the Minister of Public Works, after full consideration of the matter and having consulted with his colleagues, is of opinion that the question is one to be dealt with directly by the Harbour Commissioners.

I have the honour to be, Sir,
Your obedient servant,
(Signed), J. H. ENNIS, Secretary.

A. H. Verret, Esq., Secretary Harbour Commissioners, Quebec."

On the 19th June, 1883, the Corporation thought it their duty to inform the Department that they had discharged Messrs. Kinnipple & Morris. Here is their letter :

"HARBOUR COMMISSIONERS' OFFICE, Quebec, 19th June, 1883.

To the Hon. Sir Hector Langevin, C.B., K.C.M.G., Minister of Public Works, Etc., Etc., Ottawa.

Sir,—I have the honor, by direction of the Commissioners, to inform you that the Commission have dispensed with the services of the Engineers-in-Chief, Messrs. Kinnipple & Morris, and to most respectfully request you to recommend an Engineer to take charge of the work, now under contract with the Commission, in connection with the harbour improvements at the mouth of the River St. Charles.

I have the honor to be, Sir,
Your obedient servant,
(Signed), A. H. VERRET, Secretary."

On the same day they requested me (see letter just read) to recommend them an Engineer to take charge of the works then under contract at the mouth of the River St. Charles. I spoke to Mr. Perley about it and following his advice, I gave the name of Mr. Boyd, who on the 9th July following was selected by the Corporation. On the 1st September, 1883, the Commissioners requested the Department to send Mr. Perley to visit the works connected with the Graving Dock at Levis. Mr. Perley went and on the 11th the Minister received from him the following telegram :

"OTTAWA, 18th September, 1883, by telegram from Quebec.

"To Sir HECTOR L. LANGEVIN, Minister of Public Works.

"Commissioners have transferred Graving Dock to my charge, to appoint my own assistants. Pilkington better and granted leave of absence. I assume work to-morrow.

"(Signed), F. H. PERLEY."

On the 16th of May, 1884, the Secretary of the Corporation informed Mr. Perley that they had appointed him their Chief Engineer.

That is all the share I have taken in giving the dredging contract and in the discharge of Messrs. Kinnipple & Morris. In so far as the works themselves are concerned, I had no control at any period over their execution. I had nothing to do with them, Parliament having entrusted altogether the Commissioners with that duty. I have had only to recommend the payment of advances at successive periods, on the receipt of certificates from the Secretary of the Corporation showing what works were executed, those certificates being recommended for payment by the Chief Engineer of my Department. I allowed Mr. Perley to be appointed because I had the greatest confidence in his character and capacity, and I thought I was thus serving the public interest. I was, moreover, convinced that I was preserving intact my position towards the Corporation and that the nature of my duties would never be changed by the consent I had given to Mr. Perley being employed in connection with the Quebec harbour works contract, the cross wall and dock.

Mr. Tarte gives it to be understood that the Minister of Public Works has caused the contract to be given unduly to Messrs. Larkin, Connolly & Co., and that it is after receiving this contract that they subscribed $1,000 to the Langevin testimonial fund.

The duty of the Minister in accordance with the Act 45 Vic., chap. 47, was to cause the plans of the works to be prepared by the Engineers of his Department, to submit them for approval by the Governor-General-in-Council, to see that public tenders were called and to submit the draft contract for the Governor-General-in-Council. I have complied with all these conditions in good faith; I have had no knowledge of the manipulations Mr. Tarte complains of in connection with the tenders, nor information unduly communicated by officers of my Department or others; I never authorized anyone to make any such communications; I was not aware that the Messrs. McGreevy were interested in the contracts of works tendered for; I had in view under the circumstances only public interests; the Governor-in-Council had approved of the plans. On the 6th of April, 1883, the Harbour Commission called for tenders which were to be addressed to their Secretary, they were opened by them at Quebec and transmitted to Ottawa, where the Chief Engineer of the Department of Public Works, who had previously prepared the specifications, classified the tenders in the following order after making the technical extensions, viz: —John Gallagher, $552,255; Larkin, Connolly & Co., $634,340; C. Beaucage, $640,808; Peters & Moore, $645,071; J. & H. Samson, $864,181. Previous to the Chief Engineer making his report, on the 16th of May, 1883, Mr. Gallagher wrote to the Department to be allowed to withdraw his tender and to receive back his security cheque. This request was granted him. According to the custom of the Department any tenderer who withdraws his tender before being called to sign the contract is entitled to have his cheque deposit back. It is, moreover, in conformity with the conditions of the advertisements calling for tenders; but should the tenderer after being called to sign his contract refuse to do so, he is liable to lose his deposit. Here I produce Mr. Gallagher's letter :

"MONTREAL, May 16th, 1883.

To the Secretary, Department of Public Works, Ottawa, Ont.

SIR,—Since my proposal for the "Cross Wall," Quebec, which I learn from the Secretary of the Harbor Works has been sent to your Department, I find owing to the length of time that has passed since my tender went in and the time it may take to decide, and from the fact of fearing further delay, I have taken another contract and wish to withdraw my tender for the said work, on condition of my deposit cheque being returned to me.

Very respectfully, etc.,
(Signed) JOHN GALLAGHER."

Mr. Beaucage had made errors in his tender, the Chief Engineer informed him accordingly and asked him whether an error had or had not been made by him in his tender. To which Mr. Beaucage replied that he had made a serious error which he wished to be corrected, as such error had been caused by an evident misunderstanding of the schedule. This tender reached then the amount already mentioned, thus being higher than that of Messrs Larkin, Connolly & Co. Messrs. Larkin, Connolly & Co. had also made an error in their tender. They received a letter from the Chief Engineer similar to that sent by him to Mr. Gallagher and to Mr. Beaucage. They admitted having made errors, but they answered that they stood by their tender and did not ask for any change. Under these circumstances, I recommended to the Governor-General-in-Council, in accordance with my duty, the draft contract in favor of Messrs. Larkin, Connolly & Co., who were the lowest tenderers. It was approved by the Order-in-Council of the 29th May, 1883. I had no reason to doubt the correctness of the calculations of extension of the schedule prices as presented by the Chief Engineer, my adviser in matters of that kind, and I should accept his statement. I acted conscientiously, without being under any undue influence, not being aware that there was any understanding between certain tenderers. There had been to my knowledge no manipulation of tenders, the changes in Mr. Beaucage's tender, as mentioned by the Chief Engineer, being evidently reported by him with the view of showing that even if allowed his tender could not be accepted.

With regard to the subscription of $1,000 to the Langevin testimonial fund by Messrs. Larkin, Connolly & Co. a few days after the firm received the contract, I declare that I never requested it and it became known to me only on the day on which the list of subscribers was laid before this Committee, when I learned also for the first time the names of the other subscribers.

CONTRACT 3rd.

Graving Dock at Levis.

Mr. Tarte insinuates that the Minister of Public Works had caused this contract to be granted in June, 1884, against the public interest, after a promise made by Messrs. Larkin, Connolly & Co. to Mr. Thomas McGreevy, to pay him certain sums of money.

According to the provisions of the Act of Parliament 38 Vic., chap 56, the Minister of Public Works had to cause to be approved by the Governor-General-in-Council, a report made by him jointly with the Minister of Marine and Fisheries, about the choice of a site and the dimensions of the dock, the plans and specifications and the draft contract of the work, and to recommend according to the progress of the work the payments to be made to the Harbor Commission.

The choice of the site of the dock, the first plans, specifications and draft contract having been made and approved under Mr. Mackenzie's administration, I have not to discuss it here.

On the 19th May, 1884, the Commissioners informed the Department that they had given to Messrs. Larkin, Connolly & Co. the contract of the works yet to be executed, and sent the draft contract to be submitted to the Governor-General-in-Council for his approval; on the 7th June following the draft contract was approved, on the favorable advice of the Chief Engineer of the Department.

The above is all I had to do with this matter. I have acted conscientiously to the best of my knowledge, not being aware whether Mr. Thomas McGreevy might have an interest in the work tendered for by Messrs. Larkin, Connolly & Co.; having been subjected to no undue influence on his part or on that of any one else, and having myself tried in no way directly or indirectly to induce the Harbour Commissioners or any other person to favour the tenderers whom I have just mentioned. Payments have been regularly made to the Commissioners as the works progressed, and on their request backed by the certificate of the Chief Engineer.

CONTRACT 5 (1886-87.)

Dredging of the Wet Dock.

Mr. Tarte contends that by the influence which Mr. Thomas McGeevy had in the Department of Public Works, the Chief Engineer made a report for the purpose of obtaining for Messrs. Larkin, Connolly & Co. the dredging at exorbitant prices.

I had nothing to do with the contract for this work. The Commissioners have themselves given the contract,—as the statute authorized them to do,—without being bound to obtain the approval of the Government to their draft contract or the dredging work. I had no other duty but to recommend the payments at the request of the Commissioners backed by the advice of the Chief Engineer of my Department. I have never attempted to influence in any way the Harbour Commissioners and I have not been subjected to any undue influence in connection with the payments which I have recommended in their favor.

CONTRACT 5 (1886.)

South Wall.

The charge made by Mr. Tarte is that Mr. Thos. McGreevy had from certain public officers, communication of tenders received, in order that he might inform accordingly Messrs. O. E. Murphy, Connolly and Robt. McGreevy.

The contract of 1886 was given by the Harbour Commissioners in the same way as the preceding one. I did not try to influence them and no employee of my Department has, to my knowledge, given information about the tenders, which moreover had not been communicated to the Department. Mr. Perley was acting in this matter as the Chief Engineer of the Harbor Commission and I did not influence his decision.

CONTRACT 6 (1884).

Building of the Graving Dock at Esquimalt, British Columbia.

Mr. Tarte insinuates that the Minister of Public Works, giving way to the influence of Mr. Thomas McGreevy, agent of Messrs. Larkin, Connolly & Co., (Mr. Robert McGreevy having an interest in the work) allowed Mr. Thos. McGreevy to obtain from the Department illicit information and modifications of the plans and charges in the execution of the contract, to the public detriment.

To this insinuation I give the most formal denial. I never knew that Mr. Thomas McGreevy and Mr. Robert McGreevy had an interest in the contract; I never had any conversation with Mr. O. E. Murphy about the Esquimalt Graving Dock.

This work is the only one of all those which came under examination by the Committee which was, from its inception to its completion, carried on under the direct supervision and responsibility of the Public Works Department.

It has been explained above that the details of all the works in Quebec were carried out under the direct responsibility of the Harbour Commissioners.

The construction of this dock had been undertaken by the Government of British Columbia under plans prepared by Messrs. Kinnipple & Morris. The British Columbia Government had called for tenders for the execution of the work and the contract for the same had been awarded to Messrs. F. B. McNamee & Co. The work appears to have been carried on with varying degrees of success until the 13th July, 1882, when the Hon. Mr. Trutch reported to the Department that the Government of British Columbia had cancelled their contract with Messrs. F. B. McNamee & Co. and intended to carry on the work by day labour. The work was continued accordingly and with more or less vigour, when, on the 27th September, 1883, an Order-in-Council was passed approving of Sir Alexander Campbell's report of his mission to British Columbia, and of the agreement of the 20th August between himself, on behalf of the Dominion Government, and the Local Government in reference among other matters of the taking possession of the Graving Dock at Esquimalt. The agreement in question was authorized by 47 Vic., cap. 6, (1884), which was assented to on the 19th April, 1884. Steps were then taken by this Department to organize the service in connection with the dock and on the 24th November, 1883, the Hon. Mr. Trutch was given the supervision of the work with Mr. Bennett as Resident Engineer, Mr. Bennett having been connected with the work since its inception, he having been sent by

(Continued on Fourth Page.)

NEW ADVERTISEMENTS.

WEEKLY CHRONICLE.
Negligé Shirts—L A Bergevin & Roy.
Cacouna Races—John Brennan.
Old Steel Rails for Sale—L J Seargeant.
Notice to Grocers.
Dyer's Improved Food for Infants.
Oakey's Wellington Knife Polish.
Beecham's Pills.
Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites of Lime and Soda.
Quebec Steamship Company—Arthur Ahern. See 1st Page.
McLaren's Celebrated Cook's Friend Baking Powder.

THE

"Weekly Chronicle"

will be ready THIS DAY, (Wednesday), at 11 A.M. It will contain Canadians at Bisley; Wakeman's Wanderings; The Roberval Romance; Marie Gordon is dead; A Form of Petty Swindling; The Queen's Prize; Purse Seine Fishing; Literary Notices; Our Chess Column; Notes and News; Sporting News; Editorial Matter; Local, Shipping and Telegraphic News. Price, FIVE CENTS. For sale at THIS OFFICE, and at all the News Depots.

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August 11, 1891.

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August 12, 1891. A

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1891--CACOUNA RACES--1891

— TO COME OFF —

On Saturday & Monday,

THE 15TH AND 17TH AUGUST,

Under the Management of the Cacouna Turf Club.

FIRST DAY.

1st Race—Purse of $125. $100 to first and $25 to second, ¾-mile heats. Turf Club Weights.

2nd Race—Purse $100. $80 to first and $20 to second, ¾-mile, heats. Weights to be declared by the Stewards before entries are made.

3rd Race—Purse $25. $15 to first, $7 to second and $3 to third, for young gentlemen taking riding lessons.

4th Race—Purse $15, for Carters and Farmers. $10 to first, $3 to second, $2 to third. ¾-mile, heats.

SECOND DAY.

1st Race—Hurdle Race—Purse $150. $125 to first, $25 to second, over three hurdles, 3 feet 6 inches. ¾-mile, heats.

2nd Race—Purse of $150. $125 to first and $25 to second. ¾-mile, heats. Turf Club Weights.

3rd Race—Farmers and Carters Race. ¾-mile. Purse declared from stand.

4th Race—To be decided by the Stewards.

Entries to be made at St. Lawrence Hall, Cacouna, Friday night before 10 o'clock. Stewards decision to be final, who have the power to postpone the races in case of unfavorable weather.

Jockeys to be dressed in jockey style. Entrance 10 per cent. Quebec Turf Club Rules.

JOHN BRENNAN, Esq., Secretary.

August 12, 1891. C

Literary and Historical Society OF QUEBEC.

THE GENERAL MONTHLY MEETING of the Society, will be held in their Rooms, on WEDNESDAY, the 12th instant, at 4 o'clock P.M.

A meeting of the Council will take place on the adjournment of the General Meeting, at which the Members of Council are particularly requested to attend.

J. W. STRACHAN, Assist.-Secretary.

August 11, 1891. B



Grand Trunk Railway.

OLD STEEL RAILS FOR SALE

TENDERS ARE INVITED FOR 1,000 tons of Old Steel Rails, two feet long and upwards, to be delivered at any point as may be agreed upon, before the 31st December.

Tenders to give price per ton of 2,240 lbs. and to state place of delivery.

Tenders endorsed "Tender for Old Steel Rails," and addressed to the undersigned, will be received on or before Wednesday, 19th inst.

L. J. SEARGEANT, General-Manager.

Montreal, August 5th, 1891.

August 12, 1891.

NOTICE.



THE UNDERSIGNED Masters will not pay any debts whatever contracted by the Crews of their respective vessels while in this port.

Bark "Canova," Johnson, Master.
" "J. P. A.," Von Heuvelin, Master.
" "Gudrun," Tonnesen, "
" "Mina," Tonnesen, "
" "Arctic," Andreasen, "

August 11, 1891. C



THERMOMETERS!

Ex S.S. "Polynesian."

1 Case English Optical Goods.

Self-Registering Thermometers.

Barometers.

Pocket Aneroids.

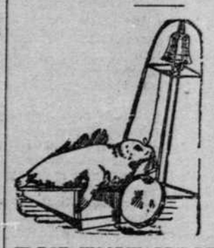
Dairy Thermometers.

Tourist Thermometers, etc., etc.

G. SEIFERT'S EUROPEAN BAZAAR 34 FABRIQUE STREET

August 11, 1891. mar21

ON DUFFERIN TERRACE.



PROF. WOODWARD'S PERFORMING Seals and Sea Lion will perform twice daily, at 3 and 8 o'clock P.M. Patronized by the best class of society.

Admission: 10 and 20 cents during performance; half price other hours.

August 8, 1891. Fp

OCULIST.

Dr. Wilfrid Beaupre, Oculist,

58 St. Louis Street, Quebec.

STUDENT OF THE UNIVERSITY OF Paris and New York; of Paris and New York Hospitals; of Drs. de Wecker and Abadie's Ophthalmological Clinics of Paris; of Drs. Knapp's Ophthalmological Institute of New York. Late Professor of Chinic to the Hotel Dieu of Montreal.

Office Hours:—From 9 A.M. to Noon.

TELEPHONE 722.

August 8, 1891. Cm

QUEBEC, WEDNESDAY, AUGUST 12, '91

HERE AND THERE.

The news that Sir HECTOR LANGEVIN had resigned his office in the Cabinet spread like wild-fire through the city yesterday. Men, at first, refused to believe it. There seemed to be no good reason for the act. Up to this date, the Minister had nothing to fear from his enemies, within and without his camp. So far as the tale revealed by the evidence before the Committee is concerned, Sir HECTOR LANGEVIN's name remained untarnished. He says he has resigned because he felt that it was his duty to Parliament, the Government, and the Committee to do so. Many will applaud this movement on his part, but many again will decline to justify it, heroic and chivalrous as it is. We must not question, at this posture of affairs, Sir HECTOR'S motive. He doubtless has his own reasons for retiring from the Treasury Benches. He has not been treated well by many who, not long ago, posed as his friends. He is a proud-spirited man. He has, for nearly a quarter of a century, practically led his people. He has done the work, repeatedly, of one or two departments besides his own. He was ever a master of detail, and one of the ablest administrators that the Government ever saw. Summoned to give evidence, in his own behalf, before the Committee, he, no doubt, deemed himself to be practically on trial. He, therefore, concluded to appear in a light which would not embarrass his colleagues, though, we feel bound to say, not one of them would have asked him to take the step that he has taken. With the chivalry born of his race he has relieved his fellow-members in the Cabinet, of his presence for a time, until, at least, the Committee, after hearing his testimony, exonerates him from the scandalous charges that his enemies have brought against him. Yesterday, he read a lengthy statement before the Committee. That document appears in another part of the CHRONICLE to-day, and our readers will read it, and draw their own conclusions.

We print here the editorial which announced in the Ottawa *Citizen* yesterday, Sir HECTOR LANGEVIN'S temporary retirement from public life. Our contemporary says:—

"This morning the Hon. Sir Hector Langevin, Minister of Public Works, will appear before the Privileges and Elections Committee for the purpose of making a statement in connection with the Tarte-McGreevy enquiry. It is understood that the hon. gentleman has tendered his resignation as a Minister of the Crown, considering that it was his duty to Parliament, the Government and the Committee. If this is true, Sir Hector Langevin is what his friends always thought him, a chivalrous and high-minded believer in constitutional precedent, even to a degree really unnecessary under existing circumstances. Though Sir Hector Langevin's enemies triumphed it would be but a cadmean victory, for the day may come that his persecutors will realize how unjust have been the tactics resorted to, in attempting to destroy one who for twenty-five years was the official colleague of his late leader, the Right Hon. Sir John Macdonald. We deplore the fact that he has been placed in a position reflective of discredit. But the end is not yet. We do not believe that either Liberals or Conservatives desire to establish wrong-doing on his part, we do not believe they can, even though so desirous. A poor man to-day, this is an answer, speaking trumpet-tongued in his favour, for many many years a splendid departmental administrator, one who has performed the work of two Ministers in his department, who has never permitted his party politics to prompt him to do an injustice. It is well that he is about to be judged by his peers, well that the High Court of Parliament is about to render the verdict by which he must stand or fall. Partisan zeal may mislead a few, but the grand principle of fair play, of generous consideration, of broad-minded and manly disinterestedness, will, doubtless, secure for the veteran statesman treatment worthy of those who have known and respected him for so long a time. Sir Hector Langevin has been the leader of the French-Canadian Conservatives for many years. He has been honored by men of all classes, creeds and sections, and we look for his triumphant vindication ere the unpleasant proceedings terminate."

The place of honour in the current number of *Blackwood's Magazine*, just to hand by the "Servia's" mail, is filled by MR. MARTIN J. GRIFFIN, Librarian of Parliament, with a touching and deeply interesting and instructive paper on Sir JOHN MACDONALD. The task of presenting old-world Conservatives with a truthful and adequate account of the life and career of the Chieftain of new-world Conservatives, could have fallen into no better or abler hands. MR. GRIFFIN knew the Premier well. As editor of the Toronto *Mail*, when the *Mail* was the principal spokesman of the party, he was constantly thrown into the society of the great leader. Sir JOHN'S confidences were [illegible] placed into MR. GRIFFIN'S keeping, and he by that means, and in other ways, had the opportunity of seeing a side to the Chieftain's character, enjoyed by no other man. In the dark days, immediately after the Pacific Scandal disclosures, MR. GRIFFIN first met, we believe, the man whose devoted and untiring friend and champion he subsequently became, until death took the eminent Canadian away. To Sir JOHN'S memory he now pays tribute. The article in *Blackwood* is very full, very rich in allusion, very graceful in manner, very charming in reminiscence, very touching in its sympathy. The writer briefly surveys the field, and notes here and there Sir JOHN'S marvellous personality, his friendships, his statesmanship, his playfulness, his love of books and reading, his happiness as a letter-writer, his love of QUEEN and country, his Imperialism, and his perfect manhood, and steadiness of purpose. We suspect that the friend to whom Sir JOHN said so many gracious and kindly things, is MR. GRIFFIN himself, who enjoyed a place very near his heart always. The peroration is finely done, and the paper as a whole, has not been surpassed, even by MR. GRIFFIN himself, in the notable articles he wrote immediately after Sir JOHN'S death, in the New York *Independent* and the Montreal *Gazette*.

The Chief Inspector of Post Offices has not visited Quebec a minute too soon. He should at once make a few sweeping changes. The office here is very short of hands. Several clerks are either away or ill, and the work has to be done by two or three men. The mails are not attended to promptly because men are not electrical machines, or steam engines. The staff here needs additions. Mr. SWEETNAM might also look after the ventilation of the office, and get the scrub lady and her little pail to work as soon as possible. The painter and the whitewasher might also look in, and do some business with the Government. And it wouldn't be a bad thing either, if the ship's carpenter went around with his little hammer and chisel, and fixed up the lock-boxes, several of which are badly out of repair.

THE IMPERIAL INSTITUTE

(London Canadian Gazette, 30 July.)

The final meeting of the Organizing Committee of the Imperial Institute was held last Thursday, 23rd July, at Marlborough House under the presidency of the Prince of Wales, Sir Charles Tupper being among those present. After the transaction of some necessary formal business, the Organizing Committee was dissolved, the Prince of Wales having previously expressed his indebtedness to the members for their valuable services. The first meeting of the new permanent governing body followed immediately afterwards, and Lord Herschell was elected Chairman. Canada has, it may be noted, a strong representation upon this body. The governor appointed by the Dominion Government is Sir Charles Tupper, while the governors appointed by the various Provinces are Sir Henry Tyler and Dr. Jonn Rae (Ontario), Dr. George Stewart and Mr. Louis Honore Frechette (Quebec), Dr. Charles Cogswell (Nova Scotia), Mr. James I. Fellows (New Brunswick), Hon. Donald Farquharson (Prince Edward Island), Mr. Peter Redpath (North-West Territories), and Mr. H. C. Beeton (British Columbia). Manitoba has yet to appoint its representative. Mr. A. R. Whiteway has been appointed by the Newfoundland Government to represent that Colony. Canada will also have a warm friend on the governing body in the Marquis of Lorne, who has been nominated by the Prince of Wales to represent the Channel Islands. The Executive Council (consisting of thirty governors) includes Sir Charles Tupper.

Now that the Dominion and the various Provinces have been accorded their representatives, it may be well to remind the Canadian people that they must bestir themselves if they are to reap the full benefit which the Imperial Institute holds out to them. The Australian Colonies are, we understand, making extensive preparations for the due representation of their various productions and manufactures, and it is very desirable that this example should be followed in Canada. Persons from all parts of the world will visit the Institute to see the trade possibilities of the various sections of the Empire, and the suitability of each for successful settlement. It is very necessary, therefore, that Canada should give a good account of herself.

"Guaranteed Havana Filler."

The cheapest rubbish made into cigars in many cases is branded on the cigar box or label "Guaranteed Havana Filler." The guarantee may be readily understood when the public are informed, which is a fact, that Havana fillers can be bought from twelve cents per pound upwards. The only *safe* guarantee, and the *only one we offer* to smokers, is brands of cigars that have stood the test for nearly half a century, that are recognized as honest goods, and always reliable, as is attested by the many millions of Cable, Mungo, El Padres and Madre E Hijo's that are sold yearly, and for which the demand is constantly increasing.

S. DAVIS & SONS, Montreal.

Delicate Infants.

Dyer's Improved Food for Infants is guaranteed pure, and easily digested. It will be found of great value for weak, delicate children, cutting teeth especially. Price 25 cents. All Druggists keep it. W. A. Dyer & Co., Montreal. 2

BOARD OF TRADE MEETING.

QUARTERLY COMMUNICATION YESTERDAY.

The quarterly general meeting of the Quebec Board of Trade was held at the Board rooms yesterday afternoon.

Amongst those present were Messrs. R. Turner, President, (in the chair), and B. Verret, R. R. Dobell, S. S. Bennett, J. McLimont, H. A. Dauphin, M. Joseph, E. H. Wade, F. DeVarennes, E. Pelletier, S. Peters, F. X. Turcotte, N. Kirouac, Louis Blouin, Arthur Picard, Thos. Brodie, Misael Thibaudeau.

The President, after routine, addressed the Board briefly upon the action of the Council since last meeting. It had represented to the Dominion Government the absolute necessity of paying a sufficient subsidy towards a new trans-Atlantic mail service to secure for Canada at least as fast a service as any now enjoyed by the United States via New York, even if it had to exceed the proposed subsidy of £100,000 a year. The Council had been pleased to note that the Government had at last introduced legislation respecting the cancellation of bonds on the North Shore Railway, which had so long been urged upon it by the Board. The Council had, however, deemed it its duty to petition the Government to amend the proposed legislation as furnished by the CHRONICLE, (for the Board had not been favored with an official copy thereof), so that no portion of it should be expended on rolling stock, which might subsequently be removed to other portions of the road. He read the copy of the petition which had been sent to Ottawa. The Council had also urged upon the Government the desirability of improving the facilities for boarding ocean steamships at Grosse Isle. It had succeeded, too, by its representations with the City Council, in having an interview with it, together with the Levis Board of Trade, respecting rates, &c., in connection with the ferry service, and the result of such conference was the adoption of most of the views urged by the Board, which are embodied in the conditions under which the new ferry contract is to be entered into. The Government had granted the request of the Board for fishing to be permitted from the 15th May instead of 15th June, as formerly, but had objected to employ a lifting barge upon the removal of rocks that interfered with navigation between Quebec and the Island of Orleans, on the score that one of these barges was occupied elsewhere and the other was out of order. He was pleased to be able to report that the Government had at last, after several refusals, introduced an Act to prohibit purse-seining in the Gulf, which had so long been urged upon the Government by the Board of Trade. The Harbor Commissioners had declined the invitation of the Board to join it in urging upon the Government the desirability of abolishing the hospital dues on shipping, though in Montreal the Commission had taken an active interest in the matter of such abolition which had there been carried to a successful result. In this connection he noticed that while the Government had collected $8,101 from shipping in the port of Quebec for hospital dues, it had only expended for the same purpose $2,213, leaving some $5,800 to the profit of the Government. On the other hand, the Government had expended $31,000 for police service in the harbor during the past year, while the dues collected for the same purpose amounted to only $19,000. In Montreal this tax had been abolished and the duty undertaken by the municipality, so that Montreal had the additional advantage over Quebec of being now practically a free port. In this connection he read from a letter of Mr. D. A. Watt, Acting Secretary of the Shipping Interest of Montreal, to Hon. J. A. Chapleau, as follows:—"Taxation on shipping, or indeed special taxation of any kind for the maintenance of a police force is, I believe, unknown elsewhere. Even in so municipally complicated a port as New York (the great competitor of the St. Lawrence route), with its two States, three cities, numerous counties, and great water stretches, most efficient police forces are maintained out of the general funds. There exists, however, in the United States, legislation of a retaliatory nature, requiring the levy of a counterwailing duty of in all, fifteen cents per ton per annum on vessels that have cleared from any port of Lower Canada, which is an offset to this police tax at Quebec, and which will be waived as soon as the latter is abolished." The President also said that the Government having announced its intention of permitting the importation of dead meat from the United States, he believed the duty of Quebec was to endeavor to secure a portion of the trade in exporting it.

Mr. Dobell congratulated the Chairman upon the petition forwarded to Ottawa respecting legislation *in re* the cancellation of the railway bonds. Apropos of the demand therein contained for a new station, he urged that in view of the greater probability of securing the railway bridge,—for the new Manager of the G. T. R. was, he believed, more favorably inclined towards it than Sir Joseph Hickson had been,—he suggested that the Jesuit Barracks property would make a fine site for a Union up-town station.

It was pointed out, however, that this site had been purchased for a new City Hall by the City Corporation.

The President announced that three members of the Board had resigned since last meeting, and Mr. Breakey, who had been elected on the Council, had declined to serve.

Mr. Simon Peters was thereupon elected member of the Council to replace Mr. Breakey.

Some informal discussion occurred upon the necessity of the Harbor Commission appointing a good business man to manage the Harbor Works, even if he had to be paid a large salary, such a man, the President remarked, as could have gone to Montreal and met Mr. Pillsbury, the great Minneapolis miller and grain dealer, and brought him here to show him Quebec's facilities for storing grain.

As a result of the desultory debate which ensued, and of which the representatives of the press, who are supposed to attend the meetings on sufferance, were politely requested to make no report, the Council of the Board was asked to urge upon the Government, and Mr. Dobell was asked to urge upon the Harbor Commission, the reconstruction of the latter, so that the Government nominees should be in a minority instead of a majority on the Commission, and that there should be no salary or fee attached to the office of any Commissioner, whether Chairman or otherwise, and so that any appointments to be made by the Commission might not be influenced politically. It was carefully announced by all the speakers that there was nothing political in the agitation for this change and no reflection upon anybody or anything that had occurred in the past. It was also generally admitted that the proposed change would require an Act of Parliament.

"Hyde Park" Cigarettes.

A marvel of manipulation in the cigarette manufacture.

The superior of any other brand in the market. Try them and judge of their merits.

D. RITCHIE & Co., Montreal.

BEECHAM'S PILLS cure Sick-Headache. d&w

TOURISTS!!

(ESTABLISHED 1842.)

LATEST NOVELTIES WEEKLY IN Fancy Dress Goods, direct from the best European Houses.

☞ SPECIAL DEPARTMENTS — Dressmaking, Mantles and Millinery.

Always a choice selection of New Dress Materials, Silks, etc.
Travelling and Wrap Shawls.
Ladies' Cravenette Waterproof Mantles.
Best makes of Hosiery and Gloves.
Ladies' Merino, Cashmere and Natural Wool Underwear.
Ladies' Cotton Underwear.
Umbrellas, Laces, Frillings.
Lace Trimmed Cambric Handkerchiefs, etc.

Dresses and Mantles made to order in two days' notice.

GLOVER, FRY & CO.

Gentlemen's Clothing.

CHOICE SCOTCH AND WEST OF England Coatings and Trouserings.

Standard makes in Natural Wool and Merino Underwear.

☞ An experienced Cutter from London on the premises to carry out all orders for Clothing in 48 hours.

Glover, Fry & Co.,

SUMMER SALE!

ENTIRE STOCK

—AT—

Reduced Prices.

CHILDREN'S PRINT DRESSES HALF-PRICE.

ZEPHYR BLOUSES HALF-PRICE.

Twice a year it is our custom by means of Sales when the Season is past to offer our ENTIRE STOCK at Large Reductions, so as to realize and keep over as little stock as possible.

The following items taken from our stock will shew that the Reduced Prices extend Over all kinds of Goods.

Any article purchased and not approved of, will be exchanged or the money Refunded.

Children's Zephyr Dresses.—About 100 fast color Dresses, in Pink and Blue, at exactly half-prices. All new goods a few months ago, and in perfect condition. Prices 55c., now 28c.; 72c. now 36c.; 78c. now 39c.; 88c. now 44c.; $1.10 now 55c.

White Sateen Dresses—For children, new in the spring. The balance to be sold at half-price. Prices 88c. now 44c.; 98c. now 49c.; $1.00 now 50c.; $1.24 now 62c.; $1.38 now 69c. These are not soiled, but in excellent condition, but being Season goods we wish to clear them.

White Cotton Dresses—In Broche style for children. all at half-price. 69c. now 35c.; $1.13 now 57c.

Ladies' Blouses—All kinds, in fancy material, Zephyr and Print, at half-price. 52c. now 26c.; $1.15 now 58c. These are less than the cost of making.

India Muslins—A lot of colors in Pink, Sky, Coffee, Cardinal and Black, our 18c. quality reduced to 12c. Excellent for trimming hats, etc.

Black Nun's Veiling—Light texture all wool, 19c. reduced to 15c. Black Crinkle Nun's Veiling, 22c. now 18c.

Cream Flouncing—Washing material, 40 inches wide, 32c. reduced to 26c., and 55c. reduced to 44c.

Black Silks—Every piece and kind reduced. Gros Grain for Dresses $1.39 now $1.11; $1.60 now $1.28; $1.93 now $1.55; and $2.38 now $1.92. Black Surah $1.35 now $1.08, and $1 48 now $1.19.

Colored Pongees—All reduced. Our quality at 50c. now 40c., and quality at 60c. now 48c.

Parasols—A few cases remaining. All offered at half-price, $1.88 now 94c.; $1.18 now 59c.

Burmese Muslins—Double width with borders, 22c. now 18c.; 24c. now 19c.; single width, 37 inches wide, 15c. now 12c.

Black Cashmeres—Very best velvety makes only kept. Best French dyes and all pure wool. Our quality at 49c. now 39c.; 59c. now 47c.; 89c. now 71c.; $1.10 now 88c.

Black Lustres—For Dresses, brilliant make, 25c. reduced to 20c.; 38c. now 31c.; 45c. now 36c. Black Persian Cord 20c. now 16c.

Lace Curtains—In White and Cream. Every pair at reduced prices. $1.23 now 99c.; $1.48 now $1.19; $2.08 now $1.68. Every pair bound and 7 yards to pair.

Buttons—All colored dress buttons, at half-price, by the card, 10c. now 5c.; 15c. now 7½c.

All Wool Beige—In Steel Grey 15c. reduced to 12c.; 18c. now 14½c.

Oriental Laces—In Coffee and Tan shades, at half-price. 7½c. now 3½c.; 35c. now 17½c. The latter wide for collars.

Ladies' Underclothing—In White Cotton. Night Dresses, Chemises, Knickers, all reduced. 38c. now 31c.; 50c. now 40c.; 72c. now 58c.; $1.00 now 80c.; $1.10 now 88c.

All Sales

STRICTLY CASH

Simons & Foulds,

FABRIQUE STREET.

August 3, 1891.

FOR ONE MONTH.

GREAT REDUCTIONS

— ON ALL —

Our Summer Stock.

10 Per Cent Discount

ON WHITE DRESS SHIRTS,

From 49c. to $1.50.

BOYS' LACED SHIRTS,

For 46c., worth 65c.

Men's Laced Shirts,

83c., worth $1.15.

— JUST RECEIVED —

Two Cases Latest Novelties in Waterproof Cloaks and Coats. All with 30 Inch Cape. The Largest Variety Shown.

☞ A First-Class Tailor on the premises ☜

COTE & FAGUY,

27 ST. JOHN STREET, OPPOSITE PALACE HILL.

July 16, 1891. Jan22-Lm

S. J. SHAW & CO.,

St. John Street, Upper Town, and Sous-le-Fort Street, Lower Town.

GENERAL HARDWARE MERCHANTS.

FISHING TACKLE,

SALMON

—AND—

TROUT RODS

—REELS.—

CASTING LINES,

LANDING NETS,

BASKETS,

—AND—

A FULL LINE OF

ANGLERS' REQUISITES

Telephones {Upper Town, 573. Lower Town, 44.

SUMMER HATS.



LINCOLN & BENNETT'S BEST SATIN

—AND—

Felt Hats

IN ALL THE

New Colors.

Straw Hats.

Genuine English

Waterproof Clothing

Best Qualities LOWEST PRICES.

G. R. RENFREW & CO.,

35 & 37 BUADE STREET, UPPER TOWN, QUEBEC.

Branch:

71 & 73 KING STREET EAST, TORONTO

June 11, 1891. mar31-Im

JUST OPENED OUT

One Case of English Spats!

Fine Blue and Black Serges,
White Cricketing Serge,
Fancy Striped Flannels,
Tennis Trowserings,
Fancy Linen Duck Coatings,
English Shirts,
Collars and Cuffs,
Gents' Silk Sashes and Belts, &c., &c.

John Darlington,

OPPOSITE POST OFFICE.

July 14, 1891.

The Chinic Hardware Co.

(LIMITED.)



SPORTSMEN'S REQUISITES

Hectagonal Bamboo Rods, $4 to $50 Each

ALL LANCEWOOD (STOCK ROD)

$3 Only, Silk Bound Rubber Handle,

ON WOOD FRAME, WITH COVER.

Lancewoods from $2 to $20 Each.

Reels from 25cts. to $20.00 Each.

Landing Net Ring and Handle, Complete for 90 cts.

LEADERS OR CASTING LINES, 10cts. TO $2.50 EACH.

Fly Books, 50 cts. to $10.00 Each.

400 STYLES

Salmon, Ouananiche, Trout & Bass Flies, 30cts. to $8.00 Per Dozen.

Beef Mocassins, Wading Shoes and Apparel. Blankets, Rubber Sheets, Tents, Camp Kits, Birch, Bark and Wood Canoes. Gregory's Fly Repellant.

P.S.—We defy competition in the United States and Canada.

June 6, 1891. m 3-Cm

Special.

OWING TO THE EXTRA LARGE STOCK

—OF—

Tailoring and Gent's Furnishings,

The Entire Assortment is Reduced.

The Attention of Buyers is Invited to Inspect one of the Best and Largest Assortments.

Great Inducements Offered!

Extra Competition Prices!

D. MORGAN,

TAILOR,

August 8, 1891 ap120

University and School of Bishop's College.

LENNOXVILLE, P Q.

COLLEGE—Matriculation, September 15, at 9 A.M. Lectures September 17.

SCHOOL—Michaelmas Term, Sept. 12, 1891.

Apply to Principal for College; to Head Master for School; or to Secretary, Lennoxville.

August 7, 1891 ap13-tf

FIRE BRICKS!

50,000 CARR'S

Newcastle White Fire Bricks,

NOW RECEIVING EX "PRINCE RUPERT."

Geo. M. Webster & Co.

95, 97, 99 Dalhousie Street

TELEPHONE 296.

August 6, 1891.

1892-OFFICE DIARIES-1892

ONE, TWO AND THREE DAYS TO page. Foolscap Size and Quarto.

SCRIBBLING DIARIES,

LOWEST PRICES.

BLANK BOOKS, ALL SIZES,

Ledgers, Journals,
Day Books, Cash Books,
Minute Books,
Copying Letter Books,
Counter Blotters, &c., &c.

T. J. MOORE & CO.,

Y. M. C. A. BUILDING.

August 1, 1891. Jan5

Henry A. BEDARD

PUBLIC ACOUNTANT

AND LIQUIDATOR,

Attends to Auditing of Accounts, readjusting Books and preparing Balance Sheets.

THE COLLECTION OF GOOD, DOUBTFUL AND BAD DEBTS A SPECIALTY, and on most EASY TERMS.

Has the best experience to act as Trustee in cases of Compromise between Debtor and Creditor.

OFFICE:

125, St. Peter Street, Quebec.

July 13, 1891. august8,89

AUCTION SALES.

BY G. R. GRENIER & CIE.

In the matter of
F. M. DECHENE & FILS,
Dry Goods Merchants, Quebec,
Insolvents.

I HEREBY GIVE NOTICE THAT BY public auction will be sold at so much in the dollar as per inventory, at the store of the Insolvents, 47 and 49 Notre Dame street, Lower Town, Quebec.

On Tuesday, August 18th, 1891, At 11 A.M.,

the Assets of this Estate as follows:—

A—Stock-in-Trade, Dry Goods, Millinery, &c.	$9,896.74
Store Fixtures	618.60
	$10,515.34
B—Stock-in-Trade, Tailoring Department	7,050.92
C—Book Debts as per List	5,675.81
	$23,242.07

D—Balance of rent to May, 1892.

The sale will be made for each item *en bloc*.

The Inventory and a List of Book Debts are at my office.

The stock may be examined at the Insolvent's store Nos. 47 and 49 Notre Dame street, and 104 Mountain Hill, Lower Town, on the 13th, 14th, 15th and 17th instant.

Terms of Sale:—25% cash on adjudication, balance either cash or by equal payments at 3 and 6 months, with interest added at the rate of 8% per annum, duly secured to the satisfaction of the Curator and Inspectors.

Sale at 11 A.M.

NAP. MATTE, Curator,
National Bank Buildings,
75 St. Peter Street.

GEO. R. GRENIER & CIE., Auctioneers.

August 8, 1891.

LIFE, FIRE, MARINE AND ACCIDENT Insurance Agency.

London & Lancashire Life Assurance Company.

Policies issued on the most favorable terms and conditions for most popular plans of Insurance.

Northern Fire Assurance Company of London.

Insurances taken outside City of Quebec, for One or Three Years, at Lowest Rates.

The Fire Insurance Association of London.

Risks taken in Quebec or Country, for One or Three Years, at Lowest Rates.

British & Foreign Marine Insurance Company.

Marine Risks covered to all parts of the World, either under Open Policies, or Special Contracts. Losses payable in Quebec, or elsewhere, at option of Assured.

Norwich & London Accident Insurance Company.

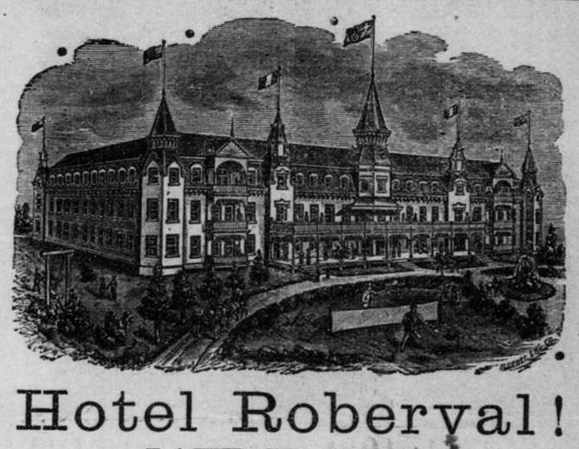
Accident Policies covering all occupations issued on Most Favorable Terms.

For further information, apply to

FRANK HOLLOWAY, AGENT,

Telephone 38. 105 ST. PETER STREET.

May 23, 1891. Cm



Hotel Roberval!

LAKE ST. JOHN.

ENLARGED THIS YEAR HAS FIRST-CLASS ACCOMMODATION FOR 300 GUESTS! The Hotel is lighted by Electric Light, and has spacious Dining Room, Concert Hall, and wide Verandas overlooking the Lake. Comfortable Rooms, newly furnished and upholstered throughout.

Bowling Alley, Billiard Room, Lawn Tennis, Boating, Bathing, and other amusements. The fine invigorating mountain air and delightful country surroundings make this an excellent resort for invalids, and it is recommended as such by leading physicians.

The Island House, at the Grand Discharge of Lake St. John, lodges 100 Guests, and is managed in connection with the Hotel Roberval. It is built on an Island in the Discharge, in the centre of the celebrated Ouananiche fishing grounds, the privileges of which and of all the waters of Lake St. John are free to Guests of the Hotels.

Steamers under the Hotel management make daily trips between Roberval and the Island House, and to other points on the Lake and tributary rivers.

Guide books and other information at all ticket offices. Daily trains between Quebec and Roberval, with Parlor and Sleeping Cars.

T. KENNA, Manager,

Roberval, Lake St. John.

July 25, 1891. Am

RARE BARGAINS.

THE ENTIRE STOCK OF GOODS AS below will be cleared out at the following figures:—

CHILDREN'S BLUE, PINK AND PLAID DRESSES, At 50 cents and 75 cents, (regular price $1.75)

Pinafores, and Aprons, from 20c.

A Good Chance Now to Purchase Children's Outfits and all that is necessary for the Little Folks Returning to School.

Ladies' White & Colored Blouses, At 50 Cents Each.

LADIES' PRINT DRESSES (Skirt and Waist Complete) $1.25.

Ladies' Nightgowns, 75c.; Chemises, 30c.; Drawers, 30c., all full size. Complete Clearing Sale of the Entire Stock of the latest improved Baby Carriages, Summer Games and Toys much below cost, at

Mohr's Stores,

121 AND 123 ST. JOHN STREET, (WITHIN.)

CORNER ST. URSULE STREET.

August 5, 1891.

Anderson & Armstrong,

74 St. Louis Street, Quebec.

Plumbers, Gas and Steam Fitters!

Heating Public and Private Buildings by Hot Water A SPECIALTY.

Plumbing of all Kinds Executed Under the Strict Sanitary Principles.

ALWAYS ON HAND

Coal Oil and Lamps & Lamp Fittings.

Agents for Wallace's Celebrated

Iron Roof Ladders and Fire Escapes.

No Obstruction to Snow, Will Not Burn, and Will Last 100 Years.

☞ CALL AND SEE THEM ☜

August 3, 1891. may7-Lm

DO NOT CONFUSE

The Mutual Life Insurance Company,

OF NEW YORK,

With any other Company of apparently similar name, but LESS MAGNITUDE.

Bear in mind that there is no Life Insurance Company called

"THE NEW YORK MUTUAL LIFE,"

And that there is no Life Insurance Company Chartered by the State of New York authorized to use the word Mutual in its title except

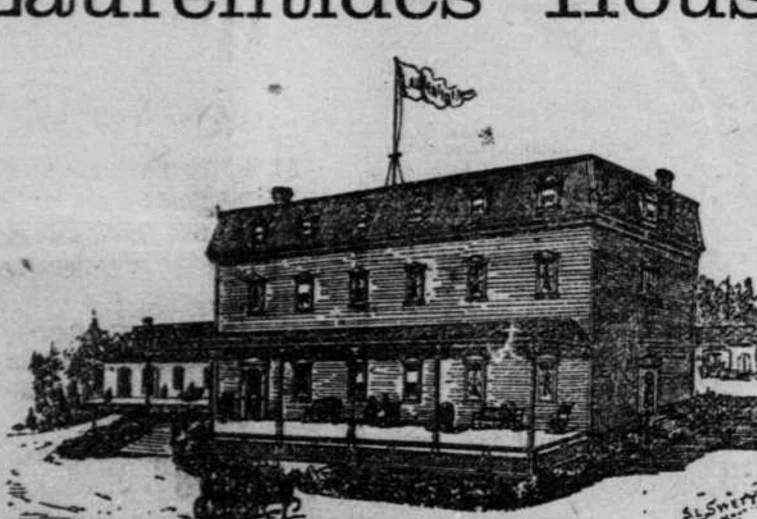
The Mutual Life Insurance Company of New York.

Richard A. M. Curdy,
PRESIDENT.

W. J. FRASER,
GENERAL AGENT.
101 ST. PETER STREET.

July 24, 1891. apl10-Fm

Laurentides House,



LAKE EDWARD,

J. W. Baker, - - - Proprietor.

This Neatly Furnished and Tidy House is now open for the reception of Sportsmen.

☞ The Fishing is now excellent in the Lake. The following are the arrangements and inducements with rate of charges.

Free Permits to Guests on the Lake, Rat River and Surrounding Lakes.

RATES: $1.50 to $2.00 per day; $9.00 to $12.00 per week. Steam Launch runs free to Guests between Hotel and Fishing Grounds, with Comfortable Camps, situated at different Fishing Points along the Lake. Also Tents, Boats and Complete Camping Outfits at moderate rates. Bathing Houses in connection with the House.

Special inducements are offered to parties forming Clubs of Ten or More. Club Houses will be built at ONE HALF CASH, the balance May, 1892. Such parties are entitled to regular Club Rates for Railway Fare. There is a General Store in connection with the Hotel, at which Fishing Parties can purchase Groceries, Provisions, Tackle, &c., at city prices, and thus save themselves the trouble and cost of Packing, Railway Freight, &c.

For further information, apply to the Proprietor.

June 4, 1891.

Fifth Avenue Hotel,

MADISON SQUARE, N.Y.

The Largest, Best Appointed and Most Liberally Managed Hotel in the City, With the Most Central and Delightful Location.

HITCHCOCK, DARLING & CO.

July 17, 1891. m,w&fri-Cm

St. Lawrence Hall,

Montreal, Canada,

HENRY HOGAN - - Proprietor.

Strictly First-Class in Every Respect and Most Centrally Located Hotel in the City.

Contains Passenger and Baggage Elevators, Electric Light, etc., etc.

A New and Beautiful Parlour has just been Completed, from the Windows of which a Most Attractive View is to be Had.

Terms Moderate.

July 16, 1891.

SEA BATHING.

Inch Arran House,

Dalhousie, Baie des Chaleur, N.B.
The Healthiest Place in Canada.

THIS FAVORITE SUMMER RESORT, on the line of the Intercolonial Railway, opened June 15th, under entirely new management. No pains will be spared by the Manager and his efficient staff to make this the favorite of all the sea-side resorts. Beautiful Scenery, Good Bathing, Boating, Fishing and Driving, together with a Good Table and the other comforts of a City Hotel. The sanitary arrangements are perfect, pure water, thorough drainage, with all modern conveniences. Bathrooms supplied with Hot, Cold, and Salt Water.

Communication with all points of interest is easy by rail or steamer.

For further information address:

JEROME F. HALE, Manager,
Inch Arran House,
Dalhousie, N.B.

July 16, 1891.

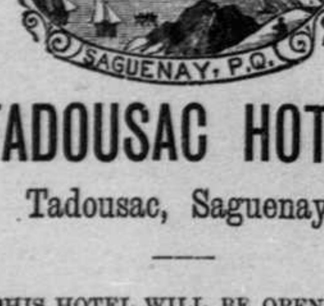
CACOUNA, 1891!

THE ST. LAWRENCE HALL WILL make its twenty-fifth annual opening on the 18th June, in better form than ever before. It has undergone many valuable improvements since last year, and will be conducted on strictly first-class principles.

Anyone desiring a most comfortable seaside hotel at reasonable expense, should go to the Hall, at Cacouna.

JOHN BRENNAN,
Manager,
Cacouna.

June 4, 1891. Cm



TADOUSAC HOTEL,

Tadousac, Saguenay.

THIS HOTEL WILL BE OPENED ON the 15th of JUNE, for the season of 1891

For Terms for Board, etc., please address

J. R. H. WHITE,
S Peter Street.

May 21, 1891.



DIRECT FROM PARIS!

WE HAVE PLEASURE IN ANnouncing the arrival of our first shipment of

FALL TAILORING GOODS!

— COMPRISING —

The Choicest French
Suitings and Trowserings,
DIRECT FROM PARIS.

These Goods cannot be duplicated in this city At Any Price.

Also a new supply of Yachting, Sporting, and Neglige Shirts, &c. Caped Waterproof Coats. New Styles of Scarfs, Collars, Ties, &c.

W. Vincent, 38 Fabrique St.

July 25, 1891. Dec4

McLAREN'S CELEBRATED

COOK'S FRIEND BAKING POWDER.

— IS —

ORDERED IN PREFERENCE

— TO ALL —

OTHER BRANDS

— BY —

Those Who Have Made Trial of It

NO ALUM.

ALL INGREDIENTS PURE AND PERFECTLY HEALTHFUL.

TRADE  MARK.

On Every Package, no Other is Genuine.

— ASK FOR —

M'LAREN'S

COOK'S FRIEND

AND TAKE NO OTHER.

July 10, 1891. feb17

Coals! Coals! Coals!

NOW RECEIVING

230 Tons American Blacksmith Coal,

— ALSO —

House and Steam Coals.

American Anthracite Coals.

— THE CELEBRATED —

CUMBERLAND GRATE COAL,

All at Lowest Market Rates.

Madden & Ellis,

OFFICE 131 PETER STREET.

Telephone 468.

July 9, 1891.

COMPTON LADIES' COLLEGE

Compton, P.Q.

LADY PRINCIPAL, - - MISS A. B. COCHRANE.

THIS INSTITUTION WILL RE-OPEN on Wednesday, September 9th. Send for Circular to

REVD. G. H. PARKER,
Hon. Bursar, Compton, P.Q.

August 3, 1891. m,w&fri-R

SHIPPING.

OCEAN STEAMSHIP ARRIVALS.

Date	Steamship	Arrived at	From
Aug 11	—Peruvian	Quebec	Glasgow
"	—Grecian	London	Montreal
"	—State of Nebraska	New York	Glasgow
"	—Lahn	London	New York
"	—Devonia	Glasgow	"
"	—Gellert	Southampton	"

Probabilities for the Next 24 Hours for the St. Lawrence, Etc., Etc.

TORONTO, August 11, 11.00 p.m.—St. Lawrence—Winds mostly westerly, with fair and a little cooler weather.

Gulf—Partly fair and warm weather, with some local showers.

ALLAN LINE.—CIRCASSIAN.—The ss "Circassian," Captain R. P. Moore, from Montreal for Liverpool, arrived out on Monday afternoon.

GRECIAN.—The ss "Grecian," Captain C. E. LeGallais, from Montreal, for London, arrived out yesterday morning.

PRUSSIAN—The ss "Prussian," from Glasgow, arrived at Boston light at 7 a m yesterday.

POMERANIAN.—The ss "Pomeranian," Capt. McCulloch, from New York for Glasgow, arrived out on Monday afternoon, and landed her 526 oxen in good order.

PERUVIAN.—The ss "Peruvian," Captain Nunan, from Glasgow, July 30, with passengers and a general cargo, arrived in port last night, and moored at the Breakwater.

SARMATIAN—It was an error in the telegram announcing in our issue of yesterday, the loss of 100 sheep on this vessel. She arrived out with the loss of *one* ox out of 697 oxen and 68 horses. She had no sheep on board.

DOMINION LINE.—TORONTO—The ss "Toronto," Captain J. M. Davies, having landed passengers, Quebec and Western cargo, left for Montreal yesterday morning.

BEAVER—The coasting steamer "Beaver," Captain J. B. Masson, arrived from Montreal yesterday morning, and after completing Quebec cargo, left yesterday afternoon for Paspebiac and intermediate ports.

BURNED.—A despatch received by the Signal Service Office yesterday, states that the Egg Island telegraph station was burned during a thunder storm on Sunday night.

CANADA.—The R. & O. Navigation Co.'s steamer "Canada" left for the Saguenay yesterday morning, on her first trip of the season. She carried a full complement of passengers, everyone of her 120 staterooms being occupied.

IVY—The bark "Ivy," Captain Caron, from Quebec, arrived at Pembroke Dock, on the 10th August.

FOR SEA.—The ss "Swedish Prince" and "Forest Holme" having completed their cargoes, left for sea yesterday.

PASSED.—Yesterday, ss "Peace" and "Salamanca" from Montreal for Sydney, "Thames" from Sydney, etc., for Montreal.

SAGAMORE—The American steam yacht "Sagamore" left port for the Saguenay yesterday afternoon.

TOWS.—Bark "Columba" arrived from Montreal yesterday, in tow of tug "Conqueror."—Bark "Kelverdale" was towed down from Batiscan yesterday, by tug "Florence."

SIGNAL SERVICE MARINE DEPARTMENT.

QUEBEC, August 11, 1891.

River du Loup—Clear; light variable wind. Outwards at 8.00 a m, yacht Alexandria; Bernadette here. Inward at 11 a m, two steamers.

Father Point—Therm. 69. Clear; east wind. Inward at 10.30 a m, str Warwick.

Matane—Clear; west wind. Inward at 11.30 a m, str Haytor.

Caribou Islands—Tug Lake anchored.

Trinity Bay—Tug Dauntless anchored.

SAILED FOR QUEBEC.

Hercules, Staalham, Sydney, Aug 8
Lima, Carver, Liverpool, Aug 8
Sarpsborg, ——, Portsmouth, Aug 7

SAILED FOR CANADA.

Helen Isabel, Olsen, Barbadoes, July 15

PORT OF QUEBEC—ARRIVED.

Aug 11—SS Peruvian, Nunan, Glasgow, July 30, Allans, Rae & co, passengers and general cargo.
—— Thames, Bernier, Sydney, CB, &c, for Montreal, coal.
Bark Arctic, Oslassen, Goole, June 21, John Burstall & co, bal.
—— J P A, Van Henveln, Greenock, July 3, Hy Fry & co, coal.

ENTERED FOR LOADING.

Aug 11—Stralsund, 581, Dundee, John Burstall & co, Bowen's booms.

CLEARED.

Aug 11—SS Beaver, Masson, New Carlisle, &c., A Fraser & co.
Bark Olga, Jensen, Tayport, The McArthur Bros Co (Lmtd).
Schr Daisy, Girard, Gaspe, W & R Brodie.

TIDE TABLE.

HIGH WATER AT QUEBEC—STANDARD TIME—1891.

August.		Morning.	Evening.
Monday	10	9 42	9 57
Tuesday	11	10 13	10 31
Wednesday	12	10 49	11 08
Thursday	13	11 28	11 51
Friday	14	0 18	0 47
Saturday	15	1 22	2 03
Sunday	16	2 44	3 24

N.B.—The stream of tide runs up forty-five minutes after high water.

MOON'S PHASES.—First Quarter, Wednesday, August 12th, 4.27 p.m.

COMMERCIAL.

QUEBEC, Aug. 11, 1891.

Ocean Freights.

The following are the transactions reported for the past week:—

Quebec to Greenock—Timber, 19s.
Quebec to a range of ports—Timber, 20s.
Montreal to Liverpool—Timber, 18s; Deals, 41s 3d.

Freights to Gulf Ports.

From Quebec to Gaspe and Perce, 35c per barrel, and $4.00. Per steamer, to Summerside, Charlottetown, P.E.I., to Pictou, N.S., &c., 30 cents per barrel, $3.00 to $4.00 per ton.

Per schooner, 25 cents per barrel.

River Freights.

To Montreal—Salt, 8c. per sack. Coal, 90c. Iron, $1.00 per ton, sailing. Scrap Iron, $1.10 per ton. Sawn Lumber, Pine and Spruce, per 1,000 feet, board measure, $1.00; Tamarac, $1.25.

Lumber to Burlington, Whitehall and Plattsburg, $1.50 per 1,000 feet, B. M.

Lumber to New York, $2.75 per 1,000 feet B.M. To Troy, $2 50.

To Three Rivers—Salt, 7 cents per bag. Coal, 75 cents per ton.

To Sorel—Coal, 85 cents per ton; Salt, 7½ cents per sack.

To St. Johns, P.Q.—Salt, 11 cents per sack. Railway ties, tamarac, 8 cents; cedar, 6 cents.

From Batiscan to Burlington, Plattsburg and Whitehall.—Lumber, $1.50 per 1,000 feet, B. M.

From Montreal—Flour, 8 cents per barrel, and 4 cents per bag. Pork, 10 cents per barrel, Heavy goods, 5 cents per 100 lbs., and charges, or 5 cents free. Bran per ton of 2,000 lbs., $1.20.

COAL.—One cargo of American Anthracite, of 1,085 tons, arrived during the week, and changed hands on private terms. One cargo of Scotch also arrived, but is still on the market.

SALT.—One cargo came to hand during the week, and is still on the market. Selling, ex store, at 51½c. per sack.

QUEBEC RETAIL MARKET, Aug. 11, 1891.—Beef, 1st quality, dressed, per 100 lbs., $10; 2nd do $8; 3rd do do $6.00 to $7.00; per lb., 5c to 12½c. Veal, per lb., 10c to 12c. Mutton, per lb., 10c to 12c. Spring Lamb, $3.00 to $4.00 each. Pork, fresh, per 100 lbs, $6.75 to $7.00; per lb., 10c; salt, per barrel, $17.00 to $18.00; per lb., 11c to 12c. Hams, fresh, per lb., 8c to 9c; smoked do, 12c to 15c. Flour, Hungarian Roller Process, per barrel, $5.50 to $7.00; Superior Extra, $5.20 to $5.30; Extra, $4.90 to $5.00; Strong Bakers, $5.30 to $5.60; Spring Extra, $4.75 to $4.90; Superfine, $4.50 to $4.75; Fine, $4.30 to $4.40; Bag 100 lbs., $2.25 to $2.55. Oat Meal, per brl., $6.25 to $6.50; Corn, white, do, $3.75 to $3.90; do yellow, do, $3.60 to $3.65. Salmon, No. 1, per brl of 200 lbs., $16.50 to $17.00; per lb., 10c to 10c. Codfish, green, per brl., $4.00 to $4.50; do in draft, $0.00 to $0.00; per lb, 4c; dry, per quintal, $4.75 to $5.00. Cod Oil, per gallon, 36c to 37c. Labrador Herrings, No. 1, per brl, $3.50 to $4.00. Fowls, per pair, 60c to 80c; Chickens, do, 40c to 75c; Turkeys, do, $2.00 to $4.00. Potatoes (early rose), per bus., 50c to 60c. Oats, per bus 34 lbs, 55c to 56c. Butter, salt, per lb., 16c to 18c; Fresh do do, 15c to 20c; do do do (prints), 20c to 25c. Cheese, per lb., 10½c to 12c. Eggs, per dozen, 15c to 17c. Hay, per 100 bdls., $8.00 to $8.50 Straw, do, $4.00 to $5.00. Wood, per cord (2 feet 6 inches), $3.50 to $4.50; (3 feet), $3.50 to $5.50.

LEATHER MARKET.—Spanish Sole, No. 1, per lb, 23c to 24c; do No. 2, 21c to 22c; Slaughter Sole, No. 1, 25c to 26c; Harness Leather, 27c to 30; Waxed Upper, 35c to 40c; Buff and Pebbled Cow, per foot, 12c to 15c; Patent Cow, 15c to 17c; Enamelled Cow, 15c to 17c; Calfskins, heavy, per lb., 50c to 60c; do light, 60c to 75c; Splits, small, 24c to 28c; do large, 26c to 30c.

HIDES AND SKINS.—Green and Inspected per 100 lbs., No. 1, $6.50 to $8.00; do do do No. 2. $5.30 to $6.00.

SUPERVISOR OF CULLERS' OFFICE.

COMPARATIVE STATEMENT of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to date:—

	1889.	1890.	1891.
Waney White Pine	2,071,234	1,972,582	1,057,001
White Pine	2,744,203	1,448,882	704,363
Red Pine	547,734	47,606	29,875
Oak	793,474	686,243	518,696
Elm	619,787	478,253	427,708
Ash	224,383	78,859	75,659
Basswood	2,498	376	....
Butternut	1,207	1,977	210
Tamarac	6,816	3,884	723
Birch & Maple	355,499	139,869	124,550
Masts & Bowsprits	....	....	....
Spars	33 pieces	— pieces	— pieces
Std. Staves	49.7.2.2	5.5.2.7	7.4.1.19
W. I. Staves	58.9.3.16	....	2.7.3.10
Brl. Staves	1.1.0.1	....	....

JAMES PATTON,
Supervisor of Cullers.

Quebec, 11th Aug., 1891.

CUSTOMS DUTIES—The following is the amount of duties collected at the Custom House, Quebec, August 11, 1891:—$2,724.43.

GOLD EXCHANGE—NEW YORK, Aug. 11, 11.00 a. m.—American Gold, 4.86. Sterling Exchange, 4.84.

MONTREAL STOCK MARKET.—Montreal, Aug. 11—Bank of Montreal, 230 to 220. Quebec Bank, 121 to 120. Ontario Bank, 115 to 111½. Banque du Peuple, 100 to 98½. Molson's Bank, 165 to 158. Bank of Toronto, 227 to 220. Banque Jacques-Cartier, 100½ asked. Merchants' Bank, 152 to 150. Union Bank, 85 offered. Banque Nationale, 83 asked. Bank of Commerce, 132 to 131. Eastern Townships Bank, 140 offered. Imperial Bank, 162½ to 162. Commercial Bank of Manitoba, 90 asked. Montreal Telegraph Company, 107 to 105½. North-West Land Company, 81 to 80. Richelieu and Ontario Navigation Company, 61 to 60; sales, 25 shares at 60. City Passenger Railway, 200 to 182½. Montreal Gas Company, 209 to 208. Canada Pacific Railway, 81⅝ to 81¼. Canada Cotton Company, 30 offered. Dundas Cotton Co, 30 asked. Hochelaga Cotton Company, 130 asked. Dominion Cotton Mills Company, 120 offered. New Gas Company, 200 to 185. New Passenger Railway Company, 186 asked. Commercial Cable Company, 106 to 104; sales, 10 shares at 103½. Bell Telephone Company, 130 to 125.

CHICAGO, Ill., Aug. 11.—The leading futures closed as follows:—Wheat, No. 2 sellers August, 94⅝c; September, 92¾c; December, 94¾c. Corn—No. 2 sellers August, at 62⅞c; September, 59½c; October, 55½c. Oats—No. 2 sellers August at 28¼c; September, 28⅝c; May, 31⅞c. Mess Pork—sellers September, at 10.40; October at 10.52½. Lard—sellers September, at 6.57½; October, at 6.67½. Short Ribs—sellers September, at 6.70; October, 6.82½. Cash quotations were as follows:—No. 2 spring wheat closed at 94¾c to 94½c. No. 2 red at 91½c. No. 2 Corn at 63c. No. 2 Oats at 28¼c. No. 2 Rye at 83c. No. 2 Barley closed nominal; No 2 sellers February at 53c to 60c; No 4 do, 50c. Mess Pork closed at 10.37½. Lard closed at 6.55. Short Ribs sides, at 6.65 to 6.70. Dry salted shoulders at 6.10 to 6.20. Short clear sides closed at 7.20 to 7.30. Receipts—Flour, 15,000 barrels; wheat, 380,000 bushels; corn, 255,000 bushels; oats, 220,000 bushels; rye, 68,000 bus; barley, 8,000 bushels. Shipments:—Flour, 3,000 brls; wheat, 105,000 bushels; corn, 82,000 bushels; oats, 104,000 bushels; rye, 101,000 bushels; barley, 1,000 bushels.

IMPORTS.

Aug 10—Per ss Toronto, Davies, from Liverpool—1 case mdse to J A Langlois. 1 case do to J Amyot & co. 3 pkge mdse to W McLimont & Son. 21 do do to W M Macpherson. 1 case mdse to Thibaudeau, Frere & co. 11 do to Ganvreau, Pelletier & co. 1 do to J Amyot & Frere. 1 case leather to O L Richardson & Son. 25 pkgs mdse to Z Paquet. 2 pcls samples to McCall, Shehyn & co. 1 case to Boisseau & Beland. Through Goods via Point Levi. —Remainder of cargo for Montreal.

Per bark J P A, Van Henveln, from Greenock—802 tons coal to H Fry & co.

PER EXPRESS COMPANIES—Aug 11—1 bag, 1 bdl, 1 pcl to W A Marsh & co 1 pkge to M Vineberg. 1 box to Mont Cotton Mfg Co. 1 box to W A Slater. 1 pkge to D M Stinson. 1 bdle to J E Livernois. 1 do to M Rowand. 1 do to J & W Reid. 1 do to S J Shaw & co. 1 do to E Giroux & co. 1 do to Rinfret & Marcotte. 1 pkge to A Learmonth.

PER RAILWAY COMPANIES—Aug 11—1 case to Dominion Corset Co. 9 brls to F H Andrews & Son. 2 bxs to J Lemesurier & Son. 8 cases to N Lemieux & Noel. 1 chest to P Michaud. 4 brls to A E Vallerand. 3 bxs to Price, Bros & co. 2 cases to S J Shaw & co. Sundries to Mechanics' Supply Co. 2 cases to F T Thomas. 13 bxs to Whitehead & Turner. 2 cases to W B Dillingham. Sundries to C Pellerive. Do to W R Russell. 1 box to W A Marsh & co. 1 brl to W H Polley & Son. 4 bdls to F Gourdeau. 2 cases to W Brunet & co.

EXPORTS.

July 17—Per brig George, Gagne, for St Pierre-Miquelon—3379 pcs spruce boards, by Gagnon & Frere.—Laden at Pentecost.

July 28—Per schr L'Esperance du Marie, Tremblay, for St Pierre-Miquelon—5097 pcs spruce boards, by Gagnon & Frere.—Laden at Pentecost.

July 29—Per bark Pacific, Enriksen, for London—18,752 pcs deals, 1120 do deal ends, by Gagnon & Frere.—Laden at Pentecost.

EXPORTS OF LUMBER, DEALS, ETC., FROM MONTREAL.

Aug 11—Per ss Polynesia, for Liverpool—495 pcs scantling, by J Burstall & co. 411 pcs deals, by McLean, Kennedy & co.

Per bark Columba, for Glasson Dock—16,937 pcs deals, 169 do lumber, by McLean, Kennedy & co.

Per ss Colina, for Glasgow—311 pcs deals, by McArthur Bros. 2369 do do, by Reford & co.

Per ss Dominion, for Bristol—7960 pcs boards, 1700 do deals, by W & J Sharples. 1499 do deals, by R Cox & co.

☞ **Notices of Births, Marriages and deaths 50 cents. No exception will be made to this rule.**

DEATHS.

DUQUET—On the 10th instant, at the age of 63 years, Joseph Norbert Duquet, Secretary of the School of Arts and Designs, and formerly typographer.

The funeral will leave his late residence, No. 37 St. Joachim street, at 8.45 o'clock, this (Wednesday) morning, for St. John the Baptist's Church. Friends and relations are requested to attend without further invitation.

FREEMAN—On Monday, the 10th August, Harriet Watts, wife of R. Freeman, Esquire, in her eighty-third year.

Funeral to-day (Wednesday), at 3 o'clock, from her late residence, Marl Hill, St. Ambroise, Jeunne Lorette, to Chalmers Church, and thence to Mount Hermon Cemetery. Friends and acquaintances are requested to attend without further notice.

☞ The Montreal *Family Herald* will please copy. 2

MCMURRICH—At Toronto, on the 7th instant, Janet McMurrich, widow of the late Honble. John McMurrich, in her 76th year.

Fakes, Prizes, Seductive Offers, Etc., Etc., Etc.

We have none of the above mentioned things to offer the consumer to induce him to buy our manufacture.

Our offers are an unbroken success of nearly half a century in our business.

A superior article at a fair price.

A reputation for honest goods, the best value in the market, brands of Cigars such as have been a household word with smokers for many years, and which to-day stand unequalled in quality or value, as is attested by the millions of "Cable," "Mungo," "El Padre," and "Madre E Hijo" Cigars that are sold annually.

"A word to the wise is sufficient." S. Davis & Sons, Montreal.

No More Broken Glass.

A well-known scientific review says that to prevent the breaking of windows and mirrors from vibrations caused by the firing of cannons and mine explosions in close proximity, it i only necessary to paste strips of paper on the fragile articles, crossing them in opposite directions from where the firing proceeds. But to prevent a serious illness, you must use Bourke's Electric Magic Oil, an indispensable family remedy.

anuary 28, 1891. JanLm17-

Experience teaches, says the *Manufacturer's Gazette*, that it is always best to do business on business principles, no matter with whom it is done. It is a good plan to make a memorandum of any contract either for the payment of money or an agreement to do a piece of work. It often saves annoyance in case one or the other forgets the terms. Never hire a person and set him to work without having first fixed the price. Many lawsuits have arisen from such neglect. Never sign a paper, no matter how simple, without first carefully reading it, and if you do not thoroughly understand it, have it explained before you sign it. These are simple rules, but they are the only safe ones to do business by.

S. CARSLEY, Montreal, has a manufacturer's stock of Flannelette ends, which are now being sold at ridiculous prices. Call early to make a good choice while there is a variety of patterns.

CARTER'S LITTLE LIVER PILLS. 

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

May 28, 1888. m w,fri&w

LAVAL CIGARS,

MANUFACTURED ONLY BY

S. DAVIS & SONS

MONTREAL.

The Largest Cigar Manufacturers IN CANADA.

August 11, 1891. tf

ELECTRIC GOODS!

ELECTRIC BELLS,

Large Variety. Shown in Working Order.

Electric Batteries,

Medicinal and Experimental.

Electric Alarm Clocks.

Something New.

TELEGRAPH INSTRUMENTS,

For Beginners (With Instructions.)

Insulated Wire, Indicators, &c

Wholesale and Retail.

Mechanics' Supply Co.,

96, St. Peter Street

Telephone 456.

August 10, 1891. myl-Lm

Piano Purchasers!

Special Inducements to Buyers

— DURING —

THE SUMMER MONTHS!

—— A FINE STOCK OF ——

Upright and Square Pianos

TO SELECT FROM,

In Fancy Woods,
Persian Walnut,
Honduras Mahogany,
Rosewood, Oak, &c. &c.

Beautiful Pianos!

FROM $300 UPWARDS.

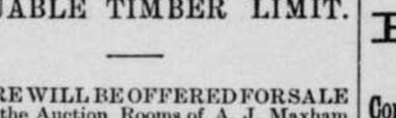
Sold on Instalments to Responsible Parties, or Liberal Discount for Cash.

Allaire, Son & Co.,

93 & 95 St. John Street, Corner of St. Stanislas Street, Upper Town,

QUEBEC.

July 30, 1891. aug27-Lm



AUCTION SALE

— OF —

VALUABLE TIMBER LIMIT.

THERE WILL BE OFFERED FOR SALE at the Auction Rooms of A. J. Maxham & Co., City of Quebec, WEDNESDAY, the 26th of August, at 2 P.M., the Merchantable Pine and Spruce Timber of not less than 9 inches in diameter at the stump on the Betsiamits Indian Reserve, in the County of Saguenay, P.Q., reserving for the Indians the timber on a tract of land one mile in depth fronting on the River St. Lawrence, and extending from the River Betsiamits to the River Papinachois.

TERMS:—Bonus to be paid in cash at time of sale, also first year's ground rent at $3 per square mile, and dues according to tariff on the timber cut each season; and in addition the purchaser shall deliver, when required, any time before the expiration of the year 1894, at the Indian Village on the Reserve, 6,000 planks 12x9x3, and 12,000 boards 12x9x1, suitable for the construction of a school-house and hospital.

The timber to be removed within four years from the 30th April, 1892.

The Indians to be allowed the privilege of taking firewood for their own use from any part of the Reserve.

The sale to be subject to the Timber Regulations of the Department.

L. VANKOUGHNET,
Dy. Supt. Gen. of Indian Affairs.

Department of Indian Affairs,
Ottawa, July 9th, 1891.

July 21, 1891. td

FOR SALE OR TO LET.

To Let,

UPPER PART OF HOUSE and Wing, being No. 4 St. Amable street, facing Parliament Buildings, containing Ten Rooms, Bath Room and Patent Closets, and all other modern improvements. Possession about the 1st of September next. House can be seen at any time. For further particulars,

Apply to

JOHN R. WEBB.
MEREDITH & COUTURE,
Notaries.

Or to MRS. WM. TAYLOR,
8 St. Amable Street.

August 7, 1891.

For Sale,

A FINE PROPERTY CONtaining a house built of stone and wood, being used as a Carding Mill, with all machineries and accessories for Carding Wool, Frilling and Dyeing. The whole being situated at one mile from the Railway and from the Church, at about 30 miles from the city. Also a good water power of a capacity of 90 horse-power at the lowest water level in summer or winter. To be sold on the very best terms.

Apply to

D. PICHE,
St Basile, Portneuf.

August 5, 1891. ao-Bp

House to Let,

NO. 4 ST. DENIS STREET, Cape, lately occupied by J. C. More, Esq. Has all modern conveniences; heated by Hot Water; Drainage new throughout.

Apply at office

WESTON HUNT & SON,
69 Dalhousie Street, L. T.

April 30, 1891. tf

REAL ESTATE FOR SALE OR TO LET.

A Good Time to Buy or Lease.

PRIVATE RESIDENCES, FURNISHED or unfurnished, many of them elegantly and healthfully situated.

Warehouses, well suited for the storage of light or heavy goods. Amongst them the extensive stores occupied during the past ten years by Messrs. Lennon & Co., flour merchants.

Fancy Corner Stands for Restaurant, Grocery or other business.

A large number of Snug Tenements intended for Tradesmen and well-to-do Laborers.

Several Valuable Building Lots, Beach and Deep Water Lots and Coal Wharves.

A Splendid Farm, containing 150 acres, with fine residence, first-class Barns and Outhouses. Situated on the main road in the Parish of Beaumont.

Parties seeking investments, certain to yield comforting returns, are invited to communicate with the owner of the properties above referred to.

JOHN HEARN,
Office 15 Sault-au-Matelo Street.

February 2, 1891

Splendid Property

FOR SALE

In the City of Quebec.

WE HAVE RECEIVED INSTRUCtions to sell that fine property fronting on four streets (and the Governor's Garden) viz., Laporte Street, Mount Carmel Street, Des Grison and St. Genevieve Streets, being the block of land with Stone Residence and Brick Stables, known as the late property of the Marquise De Bassano, measuring about 26,000 feet, English measure.

This site is unique, fronting as it does the Governor's Garden to the extent of nearly 250 feet. It is invaluable for a

High-class Hotel or for a Large Publi Building,

s light is had on all sides, and it would cut up into lots most advantageously.

Fo terms and conditions apply to

J. PHILIP WITHERS & CO.
REAL ESTATE AND FINANCIAL AGENTS,
Imperial Building, Montreal.

August 19 1890. tf

For Sale,

AT GASPE BASIN, GASPE.

THE CLIPPER SCHOONER "FEARless," Captain Poor, 79 tons register, carries 140 tons dead weight; stores 2,400 quintals of codfish in bulk; British build; Class A1 at Lloyd's. For further particulars,

Apply to

CAPT. C. COYDE,
Gaspe Basin.

If not previously sold, will be put up at auction on Thursday, August 13th.

August 8, 1891. D

BEHAN BROTHERS.

BARGAINS!

WE HAVE LAID OUT "Cheap Lots" of the undermentioned to clear, viz:

Remnants of Dress Goods, Half-Price.
Remnants of Prints, Half-Price.
Remnants of Tweeds, Half-Price.
Sunshades and Umbrellas, Half-Price.
Thread and Cotton Hosiery, Half-Price.
Regatta Shirts, Half-Price.
Bargains in Waterproof Cloaks and Coats.
Bargains in Underwear.
Bargains in Umbrellas.
Bargains in all Departments to clear for Fall Importations.

BEHAN BROTHERS.

July 25, 1891.

Something New!

A SPLENDID ASSORTMENT OF THE latest high class

Perfumes,
Toilet Soaps,
Face Powders,
Hair Washes,
Toilet Waters, &c., &c

Just Received from Paris by

P. MATHIE
CHEMIST,
Corner of St. John and Palace Streets.

July 9, 1891.

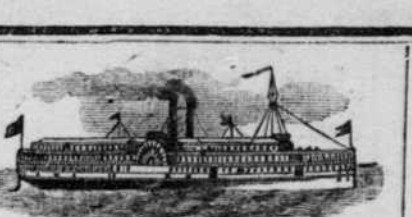
FASHIONABLE TAILORING!

SPRING 1891.

Spring Suitings,
Latest Styles.
Spring Overcoatings,
In all the Newest Shades.
Choice Fancy Trowserings.

WILLIAM LEE,
Civil and Military Tailor,
25 BUADE STREET,
QUEBEC.

March 17, 1891.



The Richelieu & Ontario Nav. COMPANY.

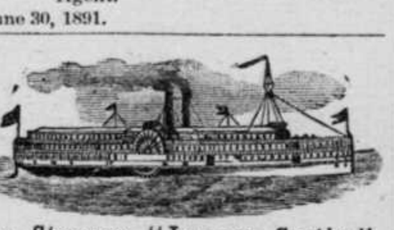
A STEAMER OF THIS COMPANY will leave Quebec for Montreal every SUNDAY, at 3 o'clock, stopping at Batiscan, Three Rivers and Sorel.

Tickets will be sold on Saturdays at One-Fare good to return on Boat leaving Montreal Sunday afternoon.

J. CHABOT,
General Manager.

L. H. MYRAND,
Agent.

June 30, 1891.

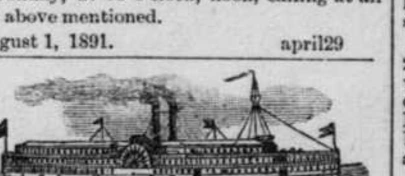


The Steamer "Jacques Cartier"

WILL LEAVE THE CHAMPLAIN Market Wharf at 8 o'clock A.M. on Wednesday and at 8 A.M. on Saturday, calling at St. Anne de Beaupre, Baie St. Paul, Isle aux Coudres, Eboulements, St. Irene, Murray Bay, Cap a l'Aigle, St. Simeon, Tadousac, L'Anse St. Jean, St. Alphonse and Chicoutimi.

Returning will leave Chicoutimi Thursday and Sunday, at 12 o'clock, noon, calling at all ports above mentioned.

August 1, 1891. april29



Baie des Chaleurs Route.

STEAMER "ADMIRAL,"

J. DUGAL, Master.

Great Inducement to Tourists and Sportsmen round the most Picturesque part of the Gulf, where Interest, Comfort and Pleasure are Combined.

COMMENCING ON THE 6TH MAY, THE first class Passenger Steamer "ADMIRAL" leaves Dalhousie for Gaspe, (weather permitting) on WEDNESDAYS and SATURDAYS, touching at Carleton, Maria, New Richmond, Bonaventure, New Carlisle, Paspebiac, Port Daniel, New Port, Pabos, Grand River, Cape Cove, Perce and Point St. Peter.

Returning from Gaspe for Dalhousie on SUNDAYS and THURSDAYS calling at the Intermediate Ports.

☞ Rates for Passages, Meals and Rooms moderate.

Connections East and West with the Intercolonial Railway.

Passengers leaving Quebec by the 14.35 Express Train on Tuesdays and Fridays, reach Dalhousie on the next morning in time to connect with the S.S. "Admiral," arriving at Gaspe the following Evening at Seven o'clock.

☞ Tickets for sale at all the Intercolonial Agencies.

For information please call at R. M. Stocking's, General Ticket Agent, opposite St. Louis Hotel, T. D. Shipman, Sous-le-Fort Street, or No. 49, Dalhousie Street.

May 6, 1891. Fm

Tourists and Sportsmen.

LEMOINE'S SPORTING NOTES OF Quebec and Lake St. John Trout Lakes.

Picturesque Quebec—Its Streets, Lanes and History.

Chateau Bigot—A Sketch by Lemoine.

Quebec City Guides and Maps.

Birds of Eastern North America, by Langille.

Hand Book of the Dominion, by Dawson.

Appleton's Canadian Guide Book, edited by C. G. D. Roberts, with Maps and many Illustrations.

Canadian Leaves—History, Art, Science, Literature, Commerce. A Series of Papers read before the Canadian Club of New York.

Canada, its History, Productions and Natural Resources. Government Report.

Hand Book of Canadian Dates, by F. A. McCord.

Hand Book of Yachting and Sailing.

The Keeper of Bic Lighthouse, a Novel.

Memoirs of Canada and Scotland, by the Marquis of Lorne.

History of Acadia, by "Hunney."

History of the Intercolonial Railway—Fleming.

Montcalm and Wolfe—Parkman.

Admiralty Charts of the River and Gulf.

A Second Hand Copy of Quebec Past and Present.

DAWSON & CO.

Opposite Chronicle Office.

July 14, 1891.

G. H. Burroughs,

ACCOUNTANT & LIQUIDATOR.

LIQUIDATION OF INSOLVENT EStates attended to. Auditing of Books for Banks, Incorporated Companies, Private Firms, &c. Particular advantages for the collection of doubtful debts. Will see to the purchasing and sale of Real Estate, on Commission. Also the purchase and sale of Bank Stocks, Debentures, &c., &c.

SPECIALTY:—The Management of Vacant and Substituted Estates.

Office: 95 St. Peter Street, Quebec.

June 11, 1891. Lm

Ottawa River Navigation Co.

New Iron and Palace Steamers

DAILY LINE BETWEEN

Montreal and Ottawa

Round Trip Tickets: Quebec to Ottawa by rail and back by steamer, shooting the Lachine Rapids. Information and Tickets,

R. M. STOCKING,
32 St. Louis Street.

June 1, 1891 Cm

SPRING NOVELTIES

FASHIONABLE TWEED SUITINGS!

Irish Serges,
Cheviots, Black Worsted
and Corkscrew Serges.

SPRING TROWSERING

— AND —

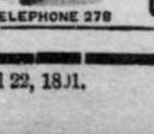
OVERCOATING!

Simon J. O'Neil,

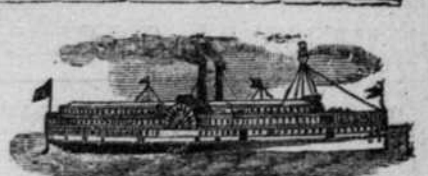
47 BUADE STREET, UPPER TOWN

Troy Steam Laundry Agent

May 16, 1891.

GERVAIS & HUDON
IMPORTERS OF PIANOS
DECKER BROTHERS' N.Y.
HEINTZMAN & Co

219 St. Joseph St.
St. Roch
QUEBEC.
TELEPHONE 278

April 22, 1891.



Richelieu & Ontario Navigation COMPANY.

BETWEEN

QUEBEC AND MONTREAL.

THE STEAMERS "QUEBEC" AND "Canada" will leave Quebec on week days at 5 P.M., and on Sundays at 3 P.M.

☞ Both Steamers stop at Batiscan, Three Rivers and Sorel.

BETWEEN MONTREAL AND TORONTO

Commencing MONDAY, 1st June, until September 15th, a steamer will leave Montreal daily at 10 A.M., Sunday excepted, and thereafter three times a week, on Monday, Wednesday and Friday, until 30th September, from Lachine at 12.30 P.M., from Coteau Landing at 6.30 P.M.

THE SAGUENAY LINE

The Steamer "SAGUENAY," Captain Lecours, will leave St. Andrew's Wharf, at 7.30 A.M. Tuesday and Friday, for Baie St. Paul, Eboulements, Murray Bay, River du Loup Tadousac, Ha! Ha! Bay and Chicoutimi.

A second steamer, under the command of Captain George Riverin, will be placed on this route on the 23rd June to the 15th September, and will run with the "Saguenay." She will leave Quebec on Wednesday and Saturday, and stop at all the intermediate ports.

For the convenience of families, commencing 27th July, to the 14th September, one steamer will leave Quebec for Murray Bay every Monday, at 10 o'clock A.M., stopping at Baie St. Paul and Eboulements going and returning. Returning will leave Murray Bay on Tuesday, at 7 A.M. for Quebec.

Tickets and State Rooms for Montreal can be secured at the office of the Company, Napoleon Wharf, and for the Saguenay Line, on St. Andrew's Wharf, and also at R. M. Stocking's Ticket Agency, opposite the St. Louis Hotel.

L. H. MYRAND, Agent.
JULIEN CHABOT, General Manager.

June 8, 1891. apl25



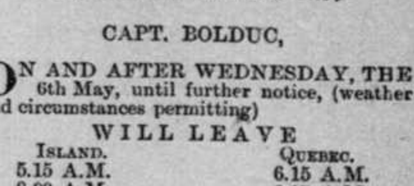
QUEBEC AND LEVIS FERRY.

THE STEAMERS ON THIS FERRY, (Weather permitting, Sunday excepted) WILL LEAVE

QUEBEC.	LEVIS.
For GRAND TRUNK RAILWAY.	
A.M.	A.M.
9.00 Mixed to Richmond.	6.30 Mail from the West.
10.45 Lightning Express to the West.	P.M.
P.M.	2.15 Lightning Express from the West.
8.30 Mail to the West.	8.00 Mixed from Richmond.
For INTERCOLONIAL RAILWAY.	
A.M.	A.M.
7.00 Mail to Campbellton	6.00 Mixed from R. du Loup.
7.30 Accommodation to R. du Loup.	10.45 Mail from Halifax.
P.M.	P.M.
2.00 Mail to Halifax	5.00 Accommodation from R. du Loup
5.15 Accommodation to R. du Loup.	8.15 Mail from Campbellton.
For QUEBEC CENTRAL RAILWAY.	
P.M.	A.M.
1.30 Express to Sherbrooke.	6.45 Night Express.
1.15 Mixed to St. Joseph.	10.30 Mixed from St. Joseph.
8.30 Night Express.	P.M.
	1.45 Express from Sherbrooke.

June 27, 1891.

ISLAND OF ORLEANS FERRY



STEAMER "ORLEANS,"

CAPT. BOLDUC,

ON AND AFTER WEDNESDAY, THE 6th May, until further notice, (weather and circumstances permitting)

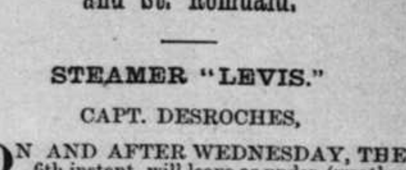
WILL LEAVE

ISLAND.	QUEBEC.
5.15 A.M.	6.15 A.M.
8.00 A.M.	9.15 A.M.
9.00 A.M.	11.30 A.M.
1.30 P.M.	2.30 P.M.
3.30 P.M.	4.45 P.M.
5.30 P.M.	6.15 P.M.
SUNDAYS	
12.00 P.M.	1.00 P.M.
1.30 P.M.	2.30 P.M.
3.15 P.M.	4.00 P.M.
5.00 P.M.	6.00 P.M.
7.00 P.M.	

Every Holiday the Steamer will make a trip from the Island at 8 A.M., and in the Afternoon the trips will be same as on Sundays. Calling at St Joseph going and returning.

Steamer "Orleans," commencing Thursday, 18th, and every Thursday thereafter will make a special trip from the Island of Orleans to Quebec at 10 P.M.

May 5, 1891.



Ferry Line Between Quebec, Sillery and St. Romuald.

STEAMER "LEVIS."

CAPT. DESROCHES,

ON AND AFTER WEDNESDAY, THE 6th instant, will leave as under (weather and circumstances permitting):—

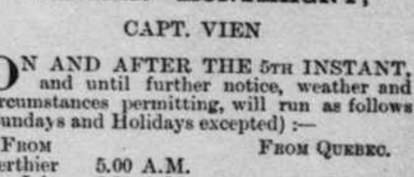
ST. ROMUALD	QUEBEC
5.00 A.M.	6.00 A.M.
8.00 A.M.	9.00 A.M.
10.00 A.M.	11.30 A.M
1.00 P.M.	2.00 P.M
3.00 P.M.	4.00 P.M
5.00 P.M.	6.15 P.M.
SUNDAYS	
2.00 P.M.	1.30 P.M.
5.00 P.M.	3.00 P.M.
	6.00 P.M.

☞ Calling at Sillery and Bowen's Whar going and returning.

Every Saturday there will be a trip from St. Romuald and Sillery to Quebec at 5 A.M. and 7 P.M.

Every Holiday the Steamer will make a trip from St. Romuald to Quebec at 8 A.M., and in the Afternoon the trips will be the same as on Sundays.

May 5, 1891.



STEAMER "MONTMAGNY,"

CAPT. VIEN

ON AND AFTER THE 5TH INSTANT, and until further notice, weather and circumstances permitting, will run as follows (Sundays and Holidays excepted):—

FROM		FROM QUEBEC.
Berthier	5.00 A.M.	4.15 P.M.
St. John	6.30 A.M.	
St. Michel	7.15 A.M.	
St. Laurent	8.00 A.M.	
On Saturday from		
Berthier	3.00 A.M.	4.15 P.M.
St. John	4.00 A.M.	
St. Michel	5.00 A.M.	
St. Laurent	6.00 A.M.	

On Sundays and Holidays this steamer will leave the Champlain Market Wharf at 1 o'clock P.M., for St. Laurent, St. Michel and St. John; returning will leave St. John at 5.30 P.M., calling at St. Michel and St. Lauren

May5t.30t.

CARSLEY'S COLUMN.

EARLY CLOSING.

In order to give a little more time for recreation or recuperation, our stores will be closed at 5.30 p.m. every day during August, except Saturdays, when they will be closed at one o'clock.

S. CARSLEY.

Mail Orders Carefully Filled.

S. CARSLEY'S
Great Clearing Sale
—OF—
All Summer Goods
NOW GOING ON.

Glove Department.

Ladies' Kid Gloves, Opera Shades	19c
Ladies' Opera Shades	25c
Fancy Colored Opera Gloves	38c
8-Button-length Dressed Mousquetaires	38c
Mousquetaire Gloves, Opera Gloves	50c
Ladies' 4-Button Tan Kid Gloves	35c
4-Button Kid Gloves, in Tan	70c
4-Button Black Kid Gloves	70c
8-Button-length Tan Swede Gloves	95c
4-Button Fancy Swede Gloves	$1.60
Tan Kid Lacing Gloves	85c
Black Kid Lacing Gloves	85c
4-Button Colored Kid Gloves	$1.10
4-Button Black Kid Gloves	1.10
Best Kid Glove in the world	1.70

S. CARSLEY.

Attend the Clearing Sale.

Furnishing Department.

Striped Cotton Washing Ties	5c
Fancy Silk Washing Ties	15c
Four-in-Hand Ties, Fancy Colors	17c
Fancy Silk Knot Ties	15c
Silk Hemstitched Handkerchiefs	35c
Printed Silk Handkerchiefs	50c
Men's White Dress Shirts	75c
Perfect Fitting White Shirts	$1.00
Dress Shirts, Fasten Back or Front	1.25
Striped Regatta Shirts	1.00
Four-fold Linen Collars, per doz	1.25
Four-fold Linen Cuffs, per doz	2.35
English Linen Collars, per doz	2.50
Men's Flannellette Shirts, Striped	60c
Striped Flannel Neglige Shirts	$1.40

S. CARSLEY.

Attend the Clearing Sale.

Tailor-Made Clothing Department !

Boys' Striped Linen Blazers	$1.10
Boys' Navy Blue Flannel Blazers	2.10
Boys' Striped Flannel Blazers	2.35
Boys' White Flannel Blazers	1.85
Crash Linen Suits for Boys	1.20
Youths' Crash Linen Suits	1.70
Galatea Suits for Boys	96c
Galatea Suits for Boys	1.00
All Sizes in Galatea Suits	1.25
Boys' Blue Serge Suits	70c
Blue Serge Sailor Suits	1.10
Fast Blue Serge Sailor Suits	2.05
Soft Felt Tennis Caps	50c
Knock-about Felt Hats	35c
Hard Felt Hats, Black and Brown	1.65

S. CARSLEY.

Attend the Clearing Sale.

TAILOR-MADE
Clothing Department !

Boys' New Tweed Suits	$ 1 50
2 Garment Tweed Suits, for Boys	1 90
Boys' Fine Tweed Suits	2 45
3 Garment Tweed Suits, for Boys	2 55
Newest Patterns in Tweed Suits	4 35
3 Garment Tweed Suits, for Boys	4 75
Youths' Tweed Suits, Long Pants	4 70
New Patterns in Youths' Tweed Suits	6 15
Men's Tweed Sac Suits	5 80
Men's Sac Suits, New Patterns	6 70
Tweed Morning Suits, for Men	8 75
Men's Tweed Mourning Suits	12 00
Men's Dark Tweed Suits	15 50
Black Morning Coat and Vest	7 75
Black Morning Coat and Vest	12 00

S. CARSLEY.

Attend the Clearing Sale.

Hosiery Department !

Ladies' Black Cotton Hose	10c
Ladies' Black Cashmere Hose	19c
Fast Black Cotton Hose	15c
Black Summer Cashmere Hose	25c
Black Lisle Thread Hose	42c

JOB LINES

Of Colored Cotton Hose for Ladies and Colored Cotton Hose for Children,

Perfect and Well Made Goods,

AT SPECIAL LOW PRICES.

Children's Colored Cotton Hose	5c
Children's Colored Cotton Hose	8c
Children's Colored Cotton Hose	12c
Ladies' Colored Cotton Hose	10c
Ladies' Colored Cotton Hose	15c

S. CARSLEY.

Attend the Clearing Sale.

Great Parasol Sale !

Attend the Great Sale of Parasols !

One Large Lot to be sold at 50c. each. Original Price of this Lot was from $1 to $1.50. Your choice at only 50c.

S. CARSLEY.

This Clearing Sale
—OF—
ALL SUMMER GOODS,

Begins every morning at eight o'clock and closes at 5.30 P.M.

Attend the Clearing Sale.
Attend the Clearing Sale.
Attend the Clearing Sale.

S. CARSLEY,
1765, 1767, 1769, 1771, 1773, 1775, 1777
NOTRE DAME STREET,
MONTREAL.

CLAPPERTON'S SPOOL COTTON.

Always use Clapperton's Thread.

Then you are sure of the best Thread in the market.

Clapperton's Spool Cotton never breaks, never knots, never ravels, and every spool is warranted 300 yards. Always ask for

CLAPPERTON'S SPOOL COTTON.

CARSLEY'S COLUMN.

August 11, 1891. Lm

Have no equal as a prompt and positive cure for sick headache, biliousness, constipation, pain in the side, and all liver troubles. Carter's Little Liver Pills. Try them. m.w,fri&w

CITY AND DISTRICT ITEMS.

—THE "CHRONICLE" for the summer months will be forwarded from the office of publication at Fifty Cents per month.

—Bread is down two cents more per large loaf.

—There were no prisoners before the Recorder yesterday.

NEGLIGE SHIRTS—Messrs. L. A. Bergevin & Roy announce in another column that they have reduced the price of their neglige shirts and sportsmen's waterproof shirts.—See advt.

FOR NATASHQUAN.—S.S. "Otter," at the Cross Wall, takes cargo to-day for Natashquan and intermediate places on the North Shore. She sails Thursday morning at nine o'clock.

—Notwithstanding every search possible, the body of Mr. George Leclerc, the young medical student who was drowned about four weeks ago near Trois Pistoles, has not been recovered.

RAN AWAY.—The Levis police have been notified that a young boy, 11 years of age, and clad in the uniform of the institution, ran away yesterday morning from the refuge of St. Joseph de la Delivrance.

—The new steamer "Mistassini," for Lake St. John, is ready for launching at Roberval. It would have been running long ago upon the lake, but for delay on the part of the Toronto firm supplying the machinery.

POLICE COURT, YESTERDAY—A carter, charged with obstructing the track of the street railway, pleaded not guilty and proof was fixed for to-morrow. The trial of a defendant charged with loitering was continued until to-day.

INCANDESCENT LIGHT.—Since the introduction of the incandescent lights in St. Roch's by the Quebec & Levis Electric Light Co., the Company has received many orders for the light. We hear the Presbytery of Rev. Mr. Belanger has been lit with these lights and are giving great satisfaction.

THOSE RELICS.—Premier Mercier has presented Cardinal Taschereau and the Rev. Canon Bochet, Curé of Ste. Anne, with the two relics of the Veil of the Virgin which were given him by Mgr. Lagrange, Bishop of Chartres. They are accompanied by documents attesting their authenticity.

DEATH OF MR. CARRIER.—We regret to learn of the death of one of the oldest and most respected citizens of Levis, Mr. George Carrier, who died on Monday. The deceased was the father of the Rev. Abbé Carrier of Levis College, Councillor Carrier and Mr. Theophile Carrier, Secretary of the Permanent Building Society. He was 72 years of age.

The Quebec and Lake St. John Railway issues Special Reduced Tickets to parties of Five or More making Excursions to Lake St. Joseph, St. Raymond, and the other delightful resorts on this Railway. Train leaves Palais Station at 8.30 a.m., and returning arrives in the city at 8.15 p.m.
(wed-t9s)

CACOUNA RACES—These races are announced to come off on Saturday and Monday next, the 15th and 17th August, under the management of the Cacouna Turf Club. On each day there will be four races, and those who have witnessed the way in which they have been carried out in former years, know what is in prospect for them. Entries are to be made at St. Lawrence Hall, Cacouna, on Friday night, before 10 o'clock.—See advt.

THE WONDERS OF THE SKY.—There was a wonderful meteoric display in the heavens the night before last, when they seemed literally ablaze with the multitude of shooting stars that flashed from north to south across the sky, some exceedingly brilliant and others of minor magnitude. The Aurora Borealis at the same time shone with unwonted splendour. The spectacle is of annual occurrence, usually taking place about the middle of August.

A GOOD SWIM.—What may be considered a very good performance in swimming for boys so young was successfully attempted yesterday by two lads from Point Levis, both of them about 12 years of age, when they swam from Levis to this city at high water, starting from the ferry wharf at Levis and landing near the Queen's wharf. A boat accompanied them across on their dangerous trip. Remarkable as this feat would appear to be, it was altogether eclipsed a few days ago when two lads—Bertie Russell, of this city, and Duncan Anderson, of Chaudiere, swam successfully the entire distance from Chaudiere Basin to the Isle of Orleans.

THE CROPS AT LAKE ST. JOHN—The whole of the crops in the Lake St. John district are exceedingly promising. The hay harvest is about completed and oats are rapidly ripening. The hay is at least equal to that of former years in quality and quantity, and both oats and potatoes promise an abundant yield. Wheat is well advanced, and as a general rule is very tall and long in the ear, betokening an excellent harvest. Barley is, generally speaking, harvested, but in some instances is rather short in the ear. There was exhibited yesterday in the window of the Chinic Hardware Company's store, a specimen of barley grown upon the farm of Mr. Michel Gagnon, St. Felicien, which was threshed on the 6th August.

"Derby" Cigarettes.

For five cents you can buy the "Derby" which (with the exception of the Athlete) is the equal of any other brand in the market sold for double the price.

D. RITCHIE & Co.,
Montreal.

Oldest Cut Tobacco and largest Cigarette manufacturers in Canada.

Disastrous Fire at Lake St. John.

A disastrous fire occurred on Tuesday of last week at St. Prime, Lake St. John, about thirteen miles north of the Hotel Roberval, by which the new store of Messrs. Cummings & Patterson, wholesale fur dealers, was completely destroyed. This store had only been quite recently completed and painted and was quite an ornament to the parish. It is not known how the fire originated, as Mr. Cummings had been in it with some Indians not long before. It is probable, however, that a lighted match was carelessly thrown down. In a few minutes, the whole building was a mass of flame, and it was impossible to save anything excepting a box containing an Indian's supplies, which was dragged out from the door, near which it was standing. The contents of the building were very valuable and included the whole of last spring's stock of furs, brought in by the Indians trading with the firm, the members of which are both experienced ex-officers of the Hudson's Bay Company, who left the Company's service to go into business on their own account. The fire occurred at a very unfortunate time for the proprietors, as several Indians are now waiting for their supplies and outfits to go into the bush. The estimated loss on stock is $8,000, upon which there is an insurance of $4,000 in the Queen's. The building was worth $1,750 and was insured for $500. Mr. Chas. Hanson, representing the underwriters, has lately returned from a visit to the scene of the fire, and Mr. Cummings is at present in town purchasing stock. Had much wind been blowing at the time of the fire, at any rate from a northerly direction, it would have been almost impossible to have saved Mr. Cummings' residence, which is one of the largest and most comfortable homes in the whole of the Lake St. John country, containing nineteen rooms, and furnished throughout with that regard for comfort and good taste that is so characteristic of Mr. and Mrs. Cummings, and is so well-known to the many who have from time to time enjoyed their charming hospitality.

FOR OVER FIFTY YEARS

MRS WINSLOW'S SOOTHING SYRUP has been used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhœa. Twenty-five cents a bottle. Sold by all druggists throughout the world.

May 20, 1891. m,w,fri&w-Lm

"Hyde Park" Cigarettes.

A marvel of manipulation in the cigarette manufacture. All the rage in London, Eng. Try them.

D. RITCHIE & Co.,
Montreal.

FOR CHEAP FLANNELETTES for dresses call in the Manchester department at S. Carsley's, Montreal, and inspect the large stock of odd lengths, the prices are so very low.

Notes and News.

HERE AND ELSEWHERE.

Personal Intelligence.

Hon. C. Langelier is at Tadousac.

Mr. D. Ouellet leaves shortly for Europe.

Dr. Vallée and family have gone to Malbaie.

Hon. Geo. Duhamel and family leave today for a vacation at the seaside.

Capt. Robinson, R. E., is staying with Mr. and Mrs. Forester, Cavalry Barracks, for a few days.

Mr. Wm. L. B. Fauvel, M.P., and Mr. John Gilmour, of Ottawa, are at the St. Louis Hotel.

Mr. Lortie, advocate of Quebec, and Mrs. Lortie and Mr. and Mrs. Alex. Hardy are at the Roberval Hotel, Lake St. John.

The Hon. Wm. Atkinson of North Anson, Maine, and A. L. Light, Esq., returned to town yesterday from Lake St. John.

The Hon. E. J. Flynn, Miss Flynn, Miss Cote and Miss Drolet, of Quebec, are spending a portion of the summer season at the Hotel Roberval.

Messrs. David G. Yates, Amos R. Little and G. P. Borden, of Philadelphia, passed through the city yesterday on their way to the fishing grounds of Lake St. John.

Tennyson, whose eighty-second birthday fell on Thursday, celebrated the anniversary by sending to the London *Daily Telegraph* an appeal for $200,000 in aid of Gordon's Home for Boys.

Several members of the Canadian Bisley rifle team have returned home by the "Toronto." Lieut. Davidson, who so nobly upheld Quebec's honor, is still in the old country visiting relatives and friends.

Ward Chipman Drury, Esq., Registrar of Deeds, St. John, N.B., is dead. Mr. Drury was the father of Major Drury, "A" Battery, and Mrs. C. E. L. Porteous, of Kingston. He was greatly esteemed by all who knew him.

Curious Indeed.

THIS CURIOUS ADVERTISEMENT appears in the Springhill *News*. We omit the name of the advertiser, a woman :

NOTICE.

The undersigned, —— ——, promises and agrees not to interfere with, stone, or set the dog on any cattle, while on Her Majesty's Highway, more particularly cows owned by Thomas Letcher or Richard Letcher.

(Signed) —— —— ——

The French Navy.

The French navy is said to be the only one in the world of which the ships are painted other than black and white. The vessels of the French fleet now cruising about the European ports are all painted a dull, sulphorous grey, exactly the colour of cannon smoke as it issues from the gun. The contention of the French is that this colour has the advantage of being as illusive and indistinguishable in fogs and sea mists and darkness as during the smoke of battle. It is more baffling to the search light than any other tint—*Toronto Mail.*

Census Returns.

Mr. George Johnson, commissioner in charge of the Government organization for taking the census of the Dominion, states that the census returns for all the cities and towns are now fully prepared for publication. There is a further amount of work yet to be done, which will delay the final completion of the work for several weeks, but since all information respecting places of upwards of 5,000 population is now ready, it is suggested that a motion should be made in the House to have all these figures laid on the table. Until the census returns are formally presented in the House they cannot be made public.

Sir Daniel Wilson.

The Edinburgh Town Council agreed on Monday to recommend the Corporation to confer the Freedom of the City on Sir Daniel Wilson, President of the Toronto University, who is now on a visit to Scotland. Sir Daniel was born in Edinburgh seventy-five years ago, and no one could be prouder of his birthplace than is the genial President of Toronto University. His "Memorials of Edinburgh in the Olden Time," published in 1847, is a lasting monument to his affection for the Scotch capital. The University, over the destinies of which Sir Daniel has presided for the past eleven years, has well been termed the crowning glory of Canada's educational system. It was founded as far back as 1827 by Royal Charter, under the name King's College, and endowed with a large tract of land, the enhanced value of which has enabled Sir Daniel and his fellow-workers on the governing body to do great things for Canadian higher education. It is now over forty years since the University threw off the trammels of sectarianism.—*London Canadian Gazette.*

A Singular Accident.

Engineering states that an extraordinary accident had occurred at the London-Paris telegraph office in the Palais de la Bourse. One of the employees, a gentleman named Weller, wished to communicate with the London office on a matter of service. He had already rung up the English officials, and the bell having sounded in reply, took up the receivers and put them to his ears, when he suddenly sustained a shock of electricity of such severity that it threw him staggering backward against the door of the telephone cabinet, which, not having been properly fastened, flew open the door, with the result that he was thrown heavily to the ground. It appears, from inquiries that similar accidents, although less serious, have occurred at this telephone office on several previous occasions. The officials attribute them to lightning striking the wire, either at San Gatte, where the submarine cable ends, or at the terminus of the land wire on the Palais de la Bourse. Such accidents might be prevented by the simple expedient of erecting lightning conductors at the point where the cable comes ashore and at the terminus in Paris.

Both Impertinent and Calumnious.

Mr. William Kingsford, the historian, who was the predecessor of Mr. H. F. Perley as Chief Engineer of the Department of Public Works, has addressed a letter to the Minister of Justice in regard to the statement made by John R. Arnoldi in his evidence before the Public Accounts Committee on Friday last, that Mr. Kingsford, while Chief Engineer, received presents in the same manner as Mr. Arnoldi admitted having received presents himself. In his letter Mr. Kingsford says :—

Mr. Arnoldi never knew anything of my private affairs for the last seventeen years, including the time I was in the Department. I never spoke or even looked at him. The statement attributed to Mr. Arnoldi that I received presents from contractors I declare to be a disregard of all truth ; moreover, that there is not the slightest ground for the supposition.

I beg leave to request that this letter be read to the Committee, and my demand be submitted that I be examined upon oath regarding this impertinent and calumnious assertion.

Ouananiche Fishing at Lake St. John.

There was on view yesterday in the window of the Chinic Hardware Company, two magnificent specimens of the ouananiche or fresh water salmon of Lake St. John, which measured 23 inches in length and weighed four pounds and a half each. These splendid fish were taken on the preceding day at the Salmon River Falls in the Ashuapmouchouan River, nearly twenty miles north of the Roberval Hotel. Almost the entire distance may be made in canoe from Roberval, and the trip is an exceedingly picturesque one. There is an excellent spot for camping at the side of the Falls.

Mr. Ripley Hitchcock, of New York, who is the literary adviser of the Appleton's, has lately returned from a trip up the Mistassini as far as the fifth Falls. Mr. Hitchcock took a number of very large ouananiche, averaging 3 to 4½ lbs. in weight.

Mr. J. G. Grant, of Montreal, killed a five pound ouananiche last week at the Grand Discharge.

Dr. Smith, of Brooklyn, and Mr. E. N. Hurlbut, of New York, returned home a day or two ago after a highly successful fishing expedition north of Lake St. John. They went in by way of the Little Peribonca, and after ascending it for 36 miles crossed into Eagle Lake and reached the main Peribonca River which they descended, by way of the River Aleck. They took any amount of trout on their trip and some very large ouananiche, and at the first Falls killed a 14 pound pike.

Mr. E. J. Myers' success up the Peribonca has been already referred to in the CHRONICLE. After returning to Roberval, he ascended the Ashuapmouchouan as far as Lake Jeanne, and then, by way of the Wassiemska reached the Mistassini, by which he descended to Lake St. John. He was accompanied on this trip by the Rev. E C. Sweetser, of Derby Line, Vermont, and together they killed some unusually fine specimens of the far-famed ouananiche.

SIR HECTOR RESIGNS.

(Continued from First Page.)

Messrs. Kinnipple & Morris as their representative Engineer on the dock. Tenders were accordingly asked in February, 1884, for the completion of the Graving Dock and in March following two tenders were received for the work, viz : that of Messrs. Baskerville, O'Connor, Cassidy and Stewart and that of Messrs. Starrs & O'Hanly ; these tenders being in the form of a schedule of rates for the different items of work required to be executed. The tenders were opened on the 5th March, 1884. On the 19th March, Messrs. Starrs and O'Hanly, who had made the lowest tender, wrote to the Department calling attention to several important errors made in said tender and asked to be allowed to correct said tender or to withdraw it.

On the 14th April following, Messrs. Starrs & O'Hanly wrote another letter stating that they had made a serious error in their tender, that it would be impossible for them to do the work for the price named therein, and again asked to be allowed to correct or withdraw said tender.

On the 17th the Chief Engineer reported on the tenders and stated that one of those tenders was much in excess of the value of the work and the other was much too low, and he therefore recommended that none of the tenders be accepted. This course was authorized by an Order-in-Council of the 10th of April, 1884.

In September following tenders were called a second time for this work, and in reply eight tenders were received, the lowest of which was that of Messrs. Starrs & O'Hanly and the next lowest that of Messrs. Larkin, Connolly & Co., and I immediately recommended on the 13th October, 1884, that the tender of Messrs. Starrs & O'Hanly be accepted. However, having before me the report of my Chief Engineer that their price was too small, I directed them to be asked on the 7th October to strengthen themselves financially by associating some other contractor with them ; but although their price was very low as they considered it unnecessary to have the assistance of another contractor, I (the Minister) being desirous of giving the contract for the lowest possible price, recommended to Council the acceptance of the said lowest tender, on condition that they would deposit to the credit of the Government, an additional sum of $9,000 to complete the amount of 5 per cent security required, and an Order-in-Council was passed to that effect on the 16th October, 1884. However, on the 24th October, Messrs. Starrs & O'Hanly wrote stating that they found they had made a mistake in some of the items of their tender and it would neither be prudent for them nor in the public interest to take the contract, and they asked, therefore, leave to withdraw their tender. The statement being a confirmation of the opinion entertained at the outset by the Chief Engineer, that the price of this firm was too low, that officer reported on the same day (24th Oct.) that having made a thorough examination of their tender, he found that the prices for masonry and concrete was so low that they barely covered the cost of the stone to be furnished, leaving nothing for cement and labor, or for cutting and setting the same in the work, and it was evident that they made a serious mistake in the prices given. This report of the Chief Engineer formed the base of a report to Council of same date, which quoted the remarks of the Chief Engineer, and accordingly recommended that permission be given to Messrs. Starrs & O'Hanly to withdraw their tender and also to accept the next lowest tenderer, that of Messrs. Larkin, Connolly & Co.

A year had elapsed since the agreement had been made with the British Columbia Government for the completion of the dock, and it was imperative that no further delays should occur in the completion of that important work. An Order-in-Council of the 25th October authorized the acceptance of the tender of Messrs. Larkin, Connolly & Co.

CHANGES, ETC., IN DOCK AT ESQUIMALT.

The first change in order of date is the dispensing with the second entrance of the dock, thereby giving the same an additional length of 50 feet. The dock as originally intended was to have been 380 feet long, 65 feet wide on floor and 90 feet at top on ground level, with an entrance 65 feet wide. The original plans for the dock provided for inverts and a caisson recess at the head of the dock, in anticipation of the construction at a future time of a second entrance beyond the present one. Shortly after the award of the contract in 1884, the subject of lengthening the dock was brought to the notice of the Department, and by a despatch of the British Columbia Government of January, 1885, respecting the advisability of such increase in length, the Chief Engineer on the 21st January, 1885, made a report in reference to the proposed additional length, stating that the second entrance provided for in case of need in the future, was and would be practically useless, merely adding to the cost and reducing the usefulness of the work, while the carrying of the dock bottom to the full length would give an additional useful docking space of 50 feet 6 inches, or a total length of dock of 430 feet, with an additional estimated cost of $35,000. A memorandum based on that report was submitted by me to Council, and an Order-in-Council approving the same was issued on the 3rd February, 1885.

The next change which occurred was the recoursing of the stones in the walls of the dock, larger ones being permitted to be used instead of the small sizes specified at first. It would appear from a memo written by the Chief Engineer and printed at page 38 of the blue book published in 1890, that at the time the original plans were made it was believed that stone of the thickness then specified was all that could be obtained within a reasonable distance of Esquimalt. However, after the contract was let, in searching for stone a quarry was found in which stone of a fine quality and great thickness could be obtained. Stone large enough to make one course instead of two thin courses was got out and brought to the works. Correspondence ensued between the contractors, the Hon. Mr. Trutch and the Chief Engineer with reference to the use of larger stones and Mr. Trutch was instructed on the 4th May, 1885, to permit the contractors to build the work with stone of increased size as proposed by themselves, no extra payment to be made to them on account of this change.

In the fall of 1885 the Chief Engineer visited the works and after his return, he, on the 18th January, 1886, made a report to me with reference to his examination of the dock. He stated in that report that the cost of the works would be increased by $35,000 owing to the change in the size of the stone, and recommended that the contractors be paid full measurement for all the stone they had placed in the dock, due care being taken to reduce the quantity of concrete backing. The report was approved by an official letter dated the 28th January, and payments were made accordingly. It must be borne in mind that the price given in their tender for the stone was not increased and that no payment over the price mentioned in the tender was made to them on account of the change in coursing, but that the additional amount was the result of the difference in the tender price of stone and concrete backing, where the price of one was $1 per cubic foot and that of the latter $8.50 per cubic yard. The change in the dimension of the stone had been suggested by the contractors themselves. I did not at once see the advantage of the change. I knew, however, that stone of large dimension suited well the work and for that reason I assented to the change on condition that the prices should not be increased.

Later on in 1885 Mr. Perley went to British Columbia and visited for the first time the works. When he returned he explained to me how the change in the dimension of the stone was advantageous to the public, because it increased the solidity and the power of resistance of the walls. Being thus convinced, I thought then that I was acting in a proper administrative way, as well as in justice, in granting to the contractors a compensation for the change that I had assented to. Nobody, I believe, will contend that the public was not benefitted by the change, at least in proportion to the additional amount paid to the contractors.

On the 18th January, 1885, the Chief Engineer reported that the caisson recess had been built of stone instead of brick, the difference of cost being $6,000, and he recommended payment and the Minister approved his report on the 28th January. This change not having been criticized, I will say nothing more. I refer to the second report of the Engineers appointed by the Committee, which shows that the entire cost of all changes in plans and extention of the work is about $53,000.

When the contract with F. B. McNamee was cancelled and the arrangement was made between the Local and Federal Governments for the assumption and completion by the latter of the dock works, an inventory and valuation of the plant and materials on the ground was made, and in the specification drawn up for intending tenderers, it was stipulated that said tenderers would have to take over all plant, buildings, tools, materials, &c., mentioned in the inventory attached to said specification and which was valued at $50,288.69.

On the 16th April, 1885, the Hon. Mr. Trutch informed the Department that the plant and materials had been delivered to the contractors, but that they were unwilling to accept the same at the prices named. On the 29th April, the Chief Engineer reported that the plant, etc., should be accepted by the contractors at prices named in the inventory and on the 12th May, 1885, Hon. Mr. Trutch was officially informed that there was no option on the part of the contractors to take only part of the plant or refuse a portion of the same, and that they would have to take all that was mentioned in the schedule. The value of the plant was, therefore, deducted in twelfths from the second estimate to the 13th, until the whole amount of $50,288.69 had been deducted. However, upon his return from British Columbia, the Chief Engineer in his report of the 18th January, 1886, alludes to that plant and says he found a portion of it old and unserviceable and that its value might at some future date become a question between this Department and the contractors.

Since that time no mention is made of that plant in the Departmental papers, and when the allowance of $19,000 on account of old and unserviceable plant was made, the action in that matter appears to have been taken by the Chief Engineer personally without reference to the Minister. Mr. Perley has himself made a declaration to that effect before the Committee. See page 146 of evidence.

There is no doubt that my attention should have been called to this allowance of $19,000 in the final estimate, and there is every reason to believe that the Chief Engineer, finding that a large portion of the plant, which was supposed to be serviceable, was useless and rubbish, thought that the contractors should not pay for material that could not be used and to replace which they would have to pay a second time. Final estimates are not submitted to me when there is no reduction made or extras granted. If the Chief Engineer is of opinion that the works are completed, it is for him to see to the issue of the final certificate for the payment of the balance of the price of the contract.

In so important an administration as that of the Public Works, where the correspondence alone in this last year represents nearly 30,000 official letters, besides 8,946 cheques, it is impossible for the Minister to see and know everything. He must necessarily leave to his chief officers that part of the work of the Department which does not require a decision on his part. He must also have confidence enough in them,—so long as they have not shown themselves unworthy of it,—to rely on their fidelity and depend on their submitting to him all questions which require his interference.

I have only to say a word on the projected substitution of granite for sandstone. When Mr. Perley, who was favorable to that change, consulted me, I was inclined to assent to it. For prudence sake I spoke of it to the Council ; the Council was of opinion not to accept the change and I informed Mr. Perley accordingly.

I have stated everything that occurred to the best of my recollection. In order to help my memory I have caused searches in the records of the Departments and examinations to be made of the documents which might have reference to the works above referred to. I hope that no important paper shall have escaped notice. In any case my statement of facts is honestly made.

The Committee will please observe that Mr. Thomas McGreevy, as member representing Quebec West, was presumed to take a special interest in the works of the Harbor of Quebec. His position as a Harbor Commissioner gave him the knowledge of the tenders and contracts, and as a director of the Union Bank of Lower Canada (now Canada), which made advances to Messrs. Larkin, Connolly & Co., he followed with interest the execution of works at Esquimalt.

7th. Subsidies granted to the Baie des Chaleurs Railway Company.

Mr. Tarte has accused Mr. Robert McGreevy of having received more than $40,000 from these subsidies. Although no mention is made of me, nevertheless in the evidence my name is several times mentioned in connection with these subsidies. In a letter of the 3rd of March, 1886, (page 26 of the evidence) Mr. Thomas McGreevy writes :—"Nothing new in the Baie des Chaleurs matter, except that Sir Hector wanted me to come to terms and asked me to state the terms," and in a letter of the 8th of March, 1886, (same page) he says :—"I am told that Isbester will not have anything to do with the Baie des Chaleurs contract until they are in a legal position. I have received no proposition from them yet. Sir Hector wants me to make one or state what I want them to do." In another letter to Mr. Robert McGreevy, of the 9th March, 1886, (page 27) Mr. Thomas McGreevy says moreover ; "I had a meeting this afternoon with Sir Hector and Sir Adolphe, Sir Hector insisted on an understanding being come to ; I refused to do so and told him at last to let Robitaille make a proposition himself." And further on, "They proposed (not Caron, Sir Hector) to give the control of the road to St. Ann's with a subsidy of $6,000 per mile, if I would withdraw my opposition to the Baie des Chaleurs Railway and relieve you and me of our stock." Mr. Riopel, in his evidence, mentions a conversation which, he says, I had with him about the then existing difficulties between him and the Messrs. McGreevy. Mr. Thomas McGreevy and Mr. Riopel spoke to me about these difficulties. The only part I had in these matters was that of a friend who wished to bring friends back together. I have had no interest in the affairs of this Company I never proposed to Mr. McGreevy to give him the control of the St. Ann's Road, and I never promised or let him understand that I would help in obtaining a subsidy of $6000 per mile for this last mentioned Company. The fact is I was always opposed to have this road subsidized. Mr. McGreevy therefore makes a mistake in mentioning me as favourable to such a subsidy.

8th. Payments of sums of money by the firm of Larkin, Connolly & Co.

I have already sworn that I never received money from this firm or from any of its members. However, wishing to refer more specially to the charges made against me by certain witnesses, I shall now take them separately.

1st. In answer to the charge made by Mr. O. E. Murphy that he gave me in my house in Quebec, on two different occasions, the sum of $5,000, making in all $10,000 ; I have to say that O. E. Murphy was only once in my house, when he came to complain that one of the assistant engineers of the Quebec Harbour Commission was too hard with the contractors for the works. My answer was that those officers not being Government officers, the complaint of the contractors should be made to the Quebec Harbour Board and not to me. I add that Mr. O. E. Murphy did not speak to me about a money gift or loan ; that he did not offer a loan or pay me any sum of money, and I swear positively that he never paid me the above mentioned two sums of $5,000 each and I never asked him for money.

2nd. In answer to the statement made by the said O. E. Murphy, that Nicholas K. Connolly told him that he had given to my son for me, and also to me personally, each time $5,000, making in all $10,000, I swear positively that the said Nicholas K. Connolly did not pay me, directly or indirectly, any sum of money, and especially the said above mentioned two sums of $5,000, and he did not pay my son any sum of money as far as my knowledge goes.

3rd. In answer to the statement made by the said O. E. Murphy that Mr. Thomas McGreevy went to him and told him that as I was going that day I required $5,000 and that on another occasion he gave Mr. Thomas McGreevy $10,000 more for me, I swear positively that the above $5,000 and $10,000 respectively were never paid to me, either as a whole or in two or more payments ; nor was any other sum of money paid to me as stated by the said O. E. Murphy, and I never asked the said Thomas McGreevy for any such sum of money.

4th. In answer to the statement made by the said O. E. Murphy, that he came to me and told me that if I allowed him and his associates to have the contract of the Esquimalt Graving Dock at something less than the price of the highest of the two tenders received, they would give an interest of 25 per cent in said contract, I swear positively that he never came to me for any such purpose, and never made me directly or indirectly any such proposal or offer, and I may also add that O. E. Murphy never spoke to me on the subject of the contract for the Esquimalt Dock before or after the contract was awarded to Larkin, Connolly & Co.

5th. To the insinuation or charge made in this enquiry that $5,000 were sent to Three Rivers for election purposes, I swear positively that before this insinuation or charge was brought before this Committee, I had not heard it made and I never knew and do not know of any such sum having been sent to Three Rivers, and I add on my oath that said sum never was given or sent to me or to any one else with my knowledge for such or any other purpose, directly or indirectly.

There are other charges or insinuations in the evidence which have come to my notice ; I wish to explain and deny them, namely : Mr. P. V. Valin, at page 506 D., refers to a letter or declaration which he says he signed, being taken by surprise. The circumstances are as follows : Mr. P. V. Valin intended to be a candidate for the County of Montmorency at the last general election for the House of Commons, and wished through me the influence of the Government of Canada in his canvass. He therefore came to me at Quebec, on the 17th of February last, and found himself in my office with two leading electors of Montmorency, viz. : Messrs. L. A. Lapointe and Edward Cauchon. I said to Mr. Valin that the *Canadien* newspaper of that morning had published, over Mr. J. I. Tarte's signature, an open letter addressed to me, and in which Mr. Tarte related a conversation he said he had on the 16th with Mr. Valin, and during which Mr. Valin was reported to have used my name in a disparaging manner. I added that the first thing I wished to know was whether he (Mr. Valin) had so expressed himself. Mr. Valin protesting that he had not, I asked him if he would state so in writing in order that my political friends might be informed. He consented, and, as I was reading to him Mr. Tarte's allegations, I wrote nearly the exact words of his denial, and at all events the exact meaning, and after the letter was completed I read it to him and invited him to sign the letter in the presence of the two electors above mentioned, who signed with him as witnesses of his signature. The original letter and Mr. Tarte's open letter accompany this letter.

The Chairman—Have you any objection to read the letter of Mr. Valin?

Sir Hector—None whatever.

Quebec, 17th February, 1891.

DEAR SIR,—I have read this morning the letter which Mr. J. I. Tarte published in *Le Canadien* this morning. Mr. Tarte did not understand me, I did not tell him that I had anything to say to him against you. The fact is that I told him nothing against you in our conversation. I told him when he spoke to me of the McGreevy affair, that when this case would be decided by the tribunals or by a Committee of the House, I would vote against Mr. McGreevy were he found guilty. I did not say that it was at your request or by your order that the Harbour Commissioners of Quebec had made with Messrs. Larkin, Connolly & Co. the contracts in question, but I told him that those contracts had been submitted to the Chief Engineer at Ottawa, "our Engineer." I did not tell him that I wished to be the candidate of the Opposition in order that I might denounce you to Mr. McGreevy, but I told him that inasmuch as Mr. Desjardins (now of Lislet) was in the field, I wanted to revenge myself against him for what he had done to me in the last election. I did not say to Mr. Fortier what is contained in Mr. Tarte's letter about you. The fact is that I had nothing and I have nothing now to denounce you for. Mr. Tarte put questions to me to know what conversations I had had with you and with Mr. McGreevy. I answered him that those private conversations were not to be communicated to others, and I have signed in the presence of two witnesses who have signed with me—L P LAPOINTE, E. CAUCHON. P. V. VALIN.

Mr. Valin states in his evidence that I told him to follow always Mr. Thomas McGreevy at the Quebec Harbor Board, and that he always did so, convinced as he was that it was my wish and desire.

I deny this most positively. Mr. Valin is quite mistaken.

Mr. Valin insinuates in his evidence, though I did not promise him the place of Senator, that I told him on the subject that he might take Sir A. P. Caron's word. He says also that Sir A. P. Caron, told him on my behalf and on that of Sir John A. Macdonald, that he (Mr. Valin) would be appointed a Senator.

To the above statement I answer that I never promised Mr. Valin that we would appoint him Senator. The fact is that he visited me very often praying to be called to the Senate, and I always told him that I could not promise him anything of the kind, and I never authorized any one to promise it on my behalf and I never stated to Mr. Valin to take Sir A. P. Caron's word in that sense, knowing fully well that Sir A. P. Caron was not disposed to have him appointed.

In answer to Mr. R. H. McGreevy's statement that Mr. Thomas McGreevy consulted me in 1887 on the question of R. H. McGreevy becoming a partner with Messrs. Larkin, Connolly & Co., I swear positively that Mr. Thomas McGreevy never consulted me on the subject and I did not know that R. H. McGreevy was or had been a member of the firm until the papers about the case now before this Committee became published and were communicated to me during last session.

Mr. Noel having been examined about a testimonial that was begun in 1880 and presented to me in 1883, I wish to state that I did not know of the names of the subscribers to that testimonial until they were communicated to this Committee by Mr. Noel, nor the amounts subscribed by them. I may add that I have not received the list of subscribers or the statement of receipts.

Mr. Peters states in his evidence that he subscribed for the elections in the month of June, 1882, and handed me for that purpose $400, as his subscription and $600 more that he had collected.

I do not remember that he did and therefore shall not deny it. But supposing it to be a fact, Mr. Peters was not a contractor with the Government. On the 2nd May, 1887, he with Messrs. Moore & Wright signed with the Quebec Harbour Commissioners a contract for the south tidal harbour without the intervention of the Government of Canada, the Commissioners paying these contractors out of the proceeds of their debentures. The contract was practically completed on October, 1881, and Mr. Peters could with all propriety contribute to an election fund in 1882. None of that money, if so contributed, was used for my own election.

In a letter laid before your Committee, it is stated that one Simard, who is said to be a first cousin of mine, informed Mr. Larkin that if he (Mr. Larkin) wanted anything done by me to let him know.

All I can say is that Mr. Simard never spoke to me about any of the works now being considered by your Committee, never wrote to me about any of them, and never approached me directly or indirectly about them. I say the same about the Welland Canal works mentioned by Mr. Larkin and all other public works, Mr. Simard never having communicated with me directly or indirectly about any of them.

In a letter dated 2nd of May, 1885, published at page 23 of the evidence, allusion is made to Mr. Bennett, the then Engineer in British Columbia. I cannot recollect positively how and by whom my attention was called to that Engineer in the first instance, but I remember that Mr. Perley spoke to me about him and mentioned that there seemed to be some difficulty or friction between the contractors and the Engineers. We came to the conclusion that most likely it was purely and simply a friction that might not last ; however, I said to Mr. Perley that in order that the post of Local Engineer might not become vacant without proper preparation, he would do well to see Mr. Pagé, of the Department of Railways & Canals, and ascertain what good hydraulic engineer we might obtain in case of want. I understood that Mr. Perley did so, but matters remained as they were and no change of engineers took place.

Mr. Williams says in his evidence that he was offered the position of Engineer in place of Mr. Bennett. If made, that offer was not authorized by me, and if Mr. Williams wrote me a letter on the subject I could certainly not have consented to his appointment. He was not the engineer that would have suited for that post. The negotiations between Mr. Perley and Mr. Pagé, and perhaps Mr. Williams' interview with Mr. Perley, as stated by him, may have transpired and thus given the idea that Mr. Perley and I were prepared to change the local engineer. I swear positively that Mr. Thomas McGreevy never spoke to me about removing Mr. Bennett and that I never intended to remove him so as to favor unduly Messrs. Larkin, Connolly & Co.

At page 25 of the evidence, Mr. Thos. McGreevy says in a letter dated 13th May, what follows : "Tell Kerrigan & Co., plumbers, that they have the contract for the Marine Hospital. They were not the lowest, Vandry was, I got the Minister to give it to them."

I do not recollect anything about this matter, but I have caused searches to be made in the Department and there are no traces of such tenders. The only thing found is a payment of $150 to these men for plumbers' work.

In the letter of the 26th February, 1886, at page 25, it is stated that I would be glad to recommend O. E. Murphy to the Company in England for the building of their Graving Dock.

This must have been only a supposition, in as much as I had no influence with that Company in England. Moreover, I hardly knew O. E. Murphy and I had no opportunity of saying whether I would recommend him or not.

In the account books of Mr. Thomas McGreevy laid before this Committee, mention is made of certain promissory notes on which my name is.

I wish to state in connection with this, that in 1876 and 1877, not being then a member of the Government, I ran twice for Parliamentary elections in the County of Charlevoix. I was elected there in 1876 and the following year also, after my first election had been annulled. Both elections were petitioned against and I was put to a large expense, the judgments in the Superior Court being appealed from to the Supreme Court of Canada. One can judge of the expense when I say that in one of these contested elections, nearly two hundred witnesses were examined and their time and expenses were taxed by the Court and paid. The printing of the record in the Supreme Court on my side cost $1,000. I had no money and I had therefore to borrow by having my notes discounted. Mr. Thos. McGreevy, knowing the circumstances, endorsed my note, paid out of his own money the interest or discount when due and told me that later on he would see the notes redeemed. I have considered, therefore, that he assumed the notes and I have been confirmed in that idea by his having met regularly the interest or discount since then, and I have never troubled my mind about the matter.

Mr. Thos. McGreevy in his evidence said that he had paid $35,000 to the *Le Monde* out of monies received for political purposes.

I had no personal knowledge of this or these payments, but I understood that Mr. McGreevy had paid some money to that newspaper. I myself paid sums of money to the same paper which are still due to me, and this is the only interest I have in that paper besides the political interest.

At page 94 of the evidence, Mr. Baskerville says in a letter to me : "As your honour remarked to me to have this matter kept quiet, my brother and I did so."

I do not recollect this, Mr. Baskerville must have mistaken what I told him. It was not "keep that matter quiet," but I must have told him to keep quiet himself, meaning not to get excited. The fact is the Order-in-Council refusing to give the contract either to Messrs. Baskerville & Co. or to Messrs. Starrs & O'Hanley, was passed on the 19th April, 1884, and Mr. Baskerville's letter is of the 26th May following.

At page 237 of the evidence, Mr. Murphy says that I knew what he had done in New York.

I here declare on my oath that I did not know it and heard of it only after Mr. Tarte had published Murphy's statement last year.

At page 300 of the evidence, Mr. O. E. Murphy says that he met Mr. Thomas McGreevy at my Office in Ottawa about a sum of $5,000.

I declare on my oath that he never, to my knowledge, came to my office with or without Mr. McGreevy, and therefore his statement about the above mentioned $5,000 is false.

I end here my statement ; the Committee will understand the difficult and unjust position in which I am. If direct and clearly defined charges had been made against me, I could have prepared a complete defence, but when the charges come up from time to time as the evidence developed itself, when often they are made in the form of incrimination and based on the words or writings of third parties, or mere comparison of dates and other presumption of similar value, it becomes difficult to ascertain all their bearing and impossible, in many cases to meet these sayings by witness or documents. However, I have made this statement in the most straight forward way possible, believing it to be perfectly true and wishing over and above all to defend and clear my character. Having done so, I leave my case in the hands of this Committee and of the House of Commons.

At the request of Mr. Geoffrion, the cross-examination of Sir Hector Langevin was deferred until to-morrow.

Mr. St. George Boswell was recalled and gave further evidence relative to the raising of the grade of the sewer in connection with the south wall contract,

After which the Committee took recess.

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HOUSE OF COMMONS.

OTTAWA, Aug. 11—In the House today, the Speaker took the chair at three o'clock.

Hon. Mr. Laurier asked if any action had been taken by the Government on the resignation of Sir Hector Langevin, as announced at the meeting of the Committee of Privileges and Elections?

Sir John Thompson said no, except that another member of the Cabinet would take charge of the Department of Public Works in the meantime.

The House then went into Committee of Supply on the Estimates, and remained till six o'clock, when the Speaker left the chair.

AFTER RECESS.

The House again went into Committee of Supply.

The House adjourned at 12.35.

NOTES FROM THE CAPITAL.

(From Our Own Correspondent.)

OTTAWA, Ont., August 11—Mr. Cameron (Huron), on Thursday, will ask if the Government intends instituting criminal proceedings against Michael Connolly, of the Kingston Graving Dock, for fraud, forgery or any other criminal offence, for signing the name of Andrew C. Bancroft, a fictitious person, a cheque to the Department of Public Works ; for signing the name of said fictitious person to a tender for the construction of the said dock ; for signing the name of said fictitious person to letters to the said Department, or does the Attorney General of the Dominion of Canada intend to do so, or instruct any other do so ?

Maud Esterbrooke, at one time a ribbon clerk in a large retail dry goods establishment in St. Louis, but who is an heiress to a fortune in Leeds, England, has been found in Salt Lake City by a Scotland Yard officer who has been following her all around the world. She is now the thirteenth settled wife of Mormon Elder Jenkins, of that city, and is so satisfied with Mormonism that she refuses to accompany Inspector Watkins back to Leeds to claim her inheritance. She eloped from Vienna with an attache of the English Legation, who committed suicide on the way over by jumping overboard. The girl drifted west with a traveller, became a dry goods clerk, went to St. Paul as governess for a Rhode Island family and then went to Salt Lake.

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July 8, 1891. jan14-wed-Fm

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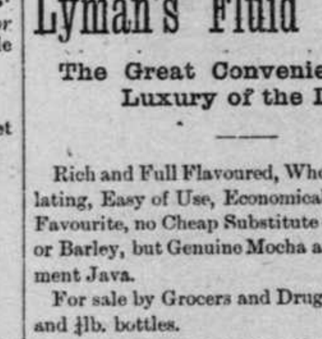
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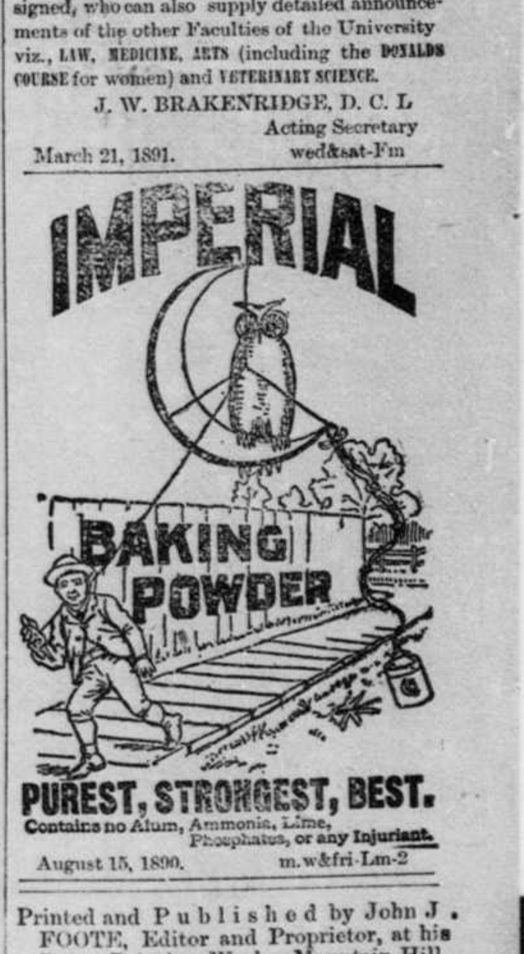
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Acting Secretary

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