

THE EXAMINER.

VOL. 3.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, SATURDAY, JULY 6, 1878.

NO. 340.

THE DAILY EXAMINER

Is Published every Evening.
OFFICE:
INGS' BUILDING, CORNER OF WATER
AND GREAT GEORGE STREETS,
Charlottetown, P. E. I.

RATES OF SUBSCRIPTION:
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PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 9.
SUMMER ARRANGEMENT!
ON AND AFTER
MONDAY, APRIL 29th, 1878.

Trains Going West.			
STATIONS.	No. 1 Express.	No. 3 Mixed.	No 5 Mixed
Georgetown	Dp 4.00 pm	Dp 7.30 am	
Cardigan	" 4.20 "	" 7.50 "	
M. Stew't Jun	ar 5.25 "	ar 9.20 "	
Royalty Jun.	dp 5.35 "	dp 9.30 "	
Ch'town	ar 6.50 "	ar 11.05 "	P. M.
Royalty Jun.	dp 6.25 am	dp 11.35 "	dp 5.25 "
N. Wiltshire	" 6.45 "	" 11.55 "	" 5.45 "
Hunter River	" 7.18 "	" 12.50 pm	" 6.42 "
Breadalbane	" 7.30 "	" 1.07 "	" 7.06 "
County Line	" 7.58 "	" 1.47 "	" 7.38 "
Kensington	" 8.05 "	" 1.57 "	" 7.48 "
Summerside	ar 8.33 "	ar 3.15 "	ar 8.21 "
Wellington	ar 9.00 "	ar 3.38 "	ar 9.00 "
Port Hill	dp 9.15 "	dp 3.45 "	
O'Leary	dp 9.52 "	dp 4.40 "	
Alberton	" 10.22 "	" 5.27 "	
Tignish	" 11.18 "	" 6.54 "	
	ar 12.40 pm	ar 8.50 "	

Trains Going East.			
STATIONS.	No. 2 Express.	No. 4 Mixed.	No. 6 mixed
Tignish	Dp 1.50 pm	Dp 6.30 am	
Alberton	" 2.30 "	ar 7.20 "	
O'Leary	" 3.13 "	dp 7.50 "	
Port Hill	" 4.10 "	" 8.57 "	
Wellington	" 4.40 "	" 10.22 "	
Summerside	ar 5.15 "	ar 12.05 pm	A. M.
Kensington	dp 5.30 "	dp 12.40 "	dp 6.30 "
Breadalbane	" 5.55 "	" 1.17 "	" 7.07 "
Hunter River	" 6.23 "	" 1.57 "	" 7.44 "
N. Wiltshire	" 6.32 "	" 2.07 "	" 7.54 "
Royalty Jun.	" 7.00 "	" 2.43 "	" 8.31 "
Ch'town	" 7.12 "	" 3.05 "	" 8.52 "
Royalty Jun.	" 7.47 "	ar 4.00 "	ar 10.05 "
Ch'town	ar 8.05 "	ar 4.30 "	
Royalty Jun.	dp 8.05 am	dp 4.40 "	
Mt. Stewart	ar 8.23 "	dp 4.10 "	
Cardigan	ar 9.20 "	dp 5.25 "	
Georgetown	dp 9.40 "	dp 5.45 "	
	" 10.43 "	" 7.06 "	
	ar 11.05 "	ar 7.35 "	

SOURIS BRANCH.			
Trains Going West.			
STATIONS.	No 7 Mixed.	No. 9 Mixed.	
Souris	Dp 3.15 p.m.	Dp 6.30 a.m.	
Harmony	" 3.31 "	" 6.52 "	
St. Peter's	" 4.28 "	" 8.07 "	
Morell	1.59 "	" 8.38 "	
M. Stew't Jun.	A 6.25 "	Ar 9.20 "	

C. J. BRYDGES, WM. MCKENZIE,
Gen. Sup. Gov. Railways. Supt. P. E. I. R.
Ch'town, April 20, 1878.

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1878.

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THE Subscriber having fitted up the Hotel formerly known as THE RANKIN HOUSE, in first class style, is now prepared to give comfortable accommodation to Permanent and Transient Boarders. Tourists and others will receive every attention at the Wagstaff's Hotel.
WM. WAGSTAFF.
May 25, 1878.

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THIS COMPANY has been incorporated by Act of Parliament during the present session, and one-third of the Shares have been taken up by the leading men of Charlottetown. Farmers holding Stock in this Company will have the benefit of the preference in the large purchase of produce which the working of the Company entails.
Applications for Shares to be made to Messrs. Hyndman Bros., until the Directors and Officers of the Company are appointed.
April 16, 1878.

PAINTING!

THE Subscriber takes this opportunity of thanking the Public for the liberal patronage he has received in business, and solicits a continuance of the same.
He is now prepared to execute, in a very superior manner, House, Sign, and Carriage Painting, Paper Hanging, &c. Special attention is given by him to WHITENING, COLORING and the DECORATING OF CEILINGS, WALLS, &c.
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32 Kent St., opp. Rocklin House.
April 2—3m cod

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Corner Kent and Prince Streets, }
Ch'town, Feb. 23, 1878. } 3m 2aw

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Risks taken daily at their Office, Exchange Building.
FRED. W. HYNDMAN,
Secretary.
March 25—1y law

HARPER'S HISTORY OF THE MARITIME PROVINCES, COLLINS' GEOGRAPHY,

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Ch'town, April 8—cod

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Ch'town, May 30—pat 3 cod

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Charlottetown Church Directory

St. PAUL'S (CHURCH OF ENGLAND).—Queen Square.—Morning and Evening Service every Sunday at 11 a. m. and 7 p. m. Sunday School at 2 1/2 p. m. Rev. David FitzGerald, Rector; Rev. Alfred Osborne Curate.
St. PETER'S (CHURCH OF ENGLAND).—Rochford Square.—Sunday Services—8 a. m., 11 a. m. and 7 p. m. Daily Services—Matins—9 a. m. Evensong—5 p. m., except Friday evenings, at 7.30 p. m. Rev. George W. Hodgson, Priest Incumbent.
St. DUNSTON'S CATHEDRAL.—Morning Mass every Sunday at 8 a. m. High Mass at 10 a. m.; Vespers at 3 p. m. Mass at 7.30 a. m. throughout the week. Rev. Z. Boderault, Rev. S. Phelan, Pastors.
FIRST METHODIST CHURCH.—Prince Street.—Service and Sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week Day Services—Tuesday and Thursdays at 7.30 p. m. Rev. John Lathern, Pastor.
SECOND METHODIST CHURCH.—Prince Street.—Service and Sermon every Sunday at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Week day service on Wednesday evening. Rev. George Steel, Pastor.
St. JAMES' CHURCH (PRESBYTERIAN).—Powell Street.—Service and Sermon every Sunday at 11 a. m. and 6 1/2 p. m. Sunday School at 2 1/2 p. m. Rev. Kenneth Mc Lennan, Pastor.
ZION CHURCH (PRESBYTERIAN).—Richmond Street.—Service and Sermon every Sunday at 11 a. m. and 7 p. m. Sunday School at 2 1/2 p. m. Rev. John McL. McLeod, Pastor.
BAPTIST CHURCH.—Great George Street.—Services and Sermon every Sunday at 11 o'clock a. m. and 6.30 o'clock p. m.; Sunday School at 2.30 p. m. Week day services—Monday at 7.30 p. m.; Bible Reading—Thursday at 7.30 p. m. and Friday at 8 p. m. Rev. D. G. McDonald, Minister.
BIBLE CHRISTIANS.—Prince Street.—Service and Sermon every Sunday morning at 10.30 a. m. and 6.30 p. m. Sunday School at 2 p. m. Rev. W. S. Pascoe, Minister.
DISCIPLES OF CHRIST meet in New Church House, every Sunday at 10.30 a. m. and 6.30 p. m. Rev. Mr. F. G. A. every Sunday afternoon at 4 o'clock.

The Maritime Provinces and the McKenzie Administration.

(From the Moncton Times.)
The Halifax Chronicle, in the course of an article regarding Mr. Tilley's candidature for the city, says:—

"The Telegraph, in a lengthy editorial, declares that the Liberals of the Maritime Provinces should sustain the McKenzie administration, and believes that 'no change of Government will take place as the result of the approaching general election.' This foreshadows the decided opposition of that journal to Mr. Tilley if he comes out as an oppositionist."

The above suggests a very important question: Why should the Liberals of the Maritime Provinces sustain the McKenzie Administration?

The Telegraph itself has told us that the Old Liberals of New Brunswick and the Old Conservatives of Nova Scotia were men of progress—they were the men who went in for Railways, Education and the Union of the Provinces. These Old Liberals and Old Conservatives were represented by S. L. Tilley and Charles Tupper, and why should not Tilley and Tupper, representing the Party of Progress—the Party of "Railways, Education and Union"—be supported by the Old Liberals of the Maritime Provinces, in preference to Mr. McKenzie with whom they have nothing in common?

Must Mr. McKenzie be supported for what he did for the Maritime Provinces when in Opposition? The columns of the "Telegraph" furnishes the best answer to such a question. There and in the equally reliable annals of our political history, Mr. Mackenzie's record may be read. Mr. Mackenzie and his party in Parliament voted against every generous proposal made in Parliament to meet the case of Nova Scotia. They showed themselves in the light of bitter partisans, rather than in the attitude of broad-minded nationalists. For the sake of making a little political capital in Ontario, and that they might tell Ontario constituencies that they had opposed money concessions to Nova Scotia, they were willing to imperil the very existence of the Union. Until Mr. Mackenzie found the votes of New Brunswickers, Nova Scotians and P. E. Island necessary to the maintenance of his Government, he and his Party had only words of contempt for the Maritime Provinces. The Toronto "Globe" described them as additional "leeches" sucking the life-blood of Ontario. A member of Mr. McKenzie's Cabinet said he would not give a County in Ontario for the whole of the Maritime Provinces.

Brown, McKenzie and their Party opposed the building of the Intercolonial railway by the North Shore, although this was the route decided on by the British Government, and the most satisfactory route for the greater portion of the Maritime Provinces, especially for the County of Westmorland and the town of Moncton.

One of the most cherished ideas of the McKenzie Party, as a Party, is to get rid of the Intercolonial Railway as a Government work, and place it in the hands of private parties—a policy which, if carried out, would be a gross breach of faith with the people of the Maritime Provinces, would centralize all railway influence in Montreal and Quebec, would destroy the prestige of Halifax as the terminal port of the railway,

and would make a desolation and a waste of the town of Moncton.

One of the first acts of the McKenzie Party, as a Government, was to propose a tax on shipping materials—which would have been a special tax against the Maritime Provinces.

We say nothing here of their acts of maladministration, which cry to Heaven for punishment, but we simply ask, in view of facts cited above, are these the reasons why the Maritime Provinces should grow enthusiastic in support of McKenzie and his Party?

"Old and Vain."

If some Grit scribbler would undertake to answer the charges by which Senator McPherson is making such a sensation in the Saugeen District, he would do more for the party and more to counteract the influence of the Senator, than will the abuse and misrepresentations of one organ and the rapid witticisms of another. When this gentleman, sneered at as old and vain, gives from public records the expenditure of the McDonald Government for three years preceding 1873, for salaries, contingencies of public offices and legislation as \$3,053,244, and that of the present economical gentlemen for three years preceding the current one, as \$4,358,962—showing an increase of \$1,305,718, or 42 1/2 per cent. of an increase on that of their predecessors, it will require something more than telling the world that Senator McPherson is old and vain to take the sting out of it. The extravagance of the McKenzie Government the Senator illustrates in innumerable ways, but we must be content at present with adding one more. He says, quoting the words of the Globe's report: "The extravagant if not corrupt expenditure in the customs was something alarming. At Montreal the percentage on the revenue for collection under the Government in 1873 was 1.75 per cent.; in 1877 it was 3.08, and this at a time when the revenue was falling off. In New Brunswick the cost in 1873 was 5.08, while in 1877 it was 8.90." This is only an increase of 70 per cent. in the one case and 53 per cent. in the other accomplished by the Grit economists; but what of that? Mr. McPherson is old and vain, and these defects in the man will surely invalidate these extracts from the public accounts. Yes! truth is no longer truth if an old man should speak it. This is an excellent maxim, but just a little shaky in its morality.—London Free Press.

PERSONAL.

The Emperor of Morocco is dead.
Hon. Peter Mitchell is in Toronto.

Lord and Lady Dufferin have left Quebec for a trip to the Saguenay.

Brigham Young's many heirs are being settled with on the basis of \$21,000 a piece.

The Prince Imperial is going to Sweden and Denmark. His Imperial Highness will be accompanied by Count Murat.

A petition which addressed the Queen as "Empress of India" has been returned for correction by the Home Department.

Mr. John Carmichael, the well known ship-builder, brother of Mr. Carmichael, M. P. for Pictou, N. S., died at New Glasgow on Saturday.

The correspondent of the London Times in Rome says that he is in a position to assert positively that the recent reports of the failing health of Pope Leo XII. are absolutely unfounded.

Lord Crenmore is about to marry Miss Graham, sister of the Duchess of Montrose, and the Hon. Henry Cowper to espouse Lady Beatrice Cecil, eldest daughter of Lord Salisbury.

Rioting has been going on in Marseilles, France, for some days, caused by an attempt by the Ultramontanes to get up a political demonstration by decorating a statue of a former Bishop.

M. Malou, late Premier of Belgium, had a very pretty wit. Being asked on the hustings what his Ministry had done during the eight years of its existence, he replied, "we have lived."

Count Schouvaloff told a lady who asked him how he had enjoyed the winter in London that he had enjoyed it as much as one of her countrymen who had shot a fox would enjoy life at a country house.

Dean Stanley, by special request of the royal family of Germany, offered public thanksgiving in Westminster Abbey for the preservation of the life of the Emperor William from the assault of Nobiling.

Mrs. Sarah Helen Whitman, the poetess, did at Providence, R. I., on the 27th inst., aged seventy five. She was at one time engaged to Edgar Allan Poe, and was distinguished by her volume, "Edgar Poe and His Critics," which was an almost passionate defence of the dead poet's memory.

The funeral of Mrs. Phoebe Jane Cross, the eldest daughter of the late Commodore Vanderbilt, under whose will she received half a million dollars, took place from St. Thomas' church, New York, yesterday. Nearly all the members of the Vanderbilt family were present.
F. Archer, the English jockey whose income is larger than that of the Lord Chancellor, was in rare form and luck at Ascot, where on the 19th ult. he, riding in six of the seven races on the card, won five, the Fernhill Stakes, for which there were seven starters, the Royal Hunt Cup, which had had 19, the Coronation Stakes, with 11, and the Triennial and Biennial, with 5 and 4.