

# THE EXAMINER.

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## THE DAILY EXAMINER

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Manager, Office Sup't.

## PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE NO. 8.  
WINTER ARRANGEMENT.

To come into force MONDAY, DEC. 24, 1877

### TRAINS GOING WEST.

| STATIONS.              | No. 5 EXPRESS | No. 7 Mixed |
|------------------------|---------------|-------------|
| GEORGETOWN             | Dp. 8.45      | P. M.       |
| Cardigan               | " 9.02        |             |
| Mount Stewart Junction | Ar. 10.25     |             |
| Royalty Junction       | Dp. 10.35     |             |
|                        | " 11.46       |             |
| CHARLOTTETOWN          | P. M.         | P. M.       |
|                        | Ar. 12.10     | Dp. 2.40    |
|                        | Dp. 9.00      |             |
| Royalty Junction       | " 9.25        | " 3.05      |
| North Wiltshire        | " 10.22       | " 4.02      |
| Hunter River           | " 10.40       | " 4.20      |
| Bradalbane             | " 11.18       | " 5.00      |
| County Line            | " 11.28       | " 5.10      |
|                        | P. M.         | P. M.       |
| Kensington             | " 12.07       | " 5.50      |
| SUMMERSIDE             | Ar. 12.45     |             |
|                        | Dp. 2.00      | " 6.20      |
| Wellington             | " 2.45        |             |
| Port Hill              | " 3.28        |             |
| O'Leary                | " 4.43        |             |
| Alberton               | " 5.45        |             |
| Tignish                | " 6.35        |             |

### TRAINS GOING EAST.

| STATIONS.         | No. 2 EXPRESS | No. 4 MIXED |
|-------------------|---------------|-------------|
| TIGNISH           | Dp. 8.00      | A. M.       |
| ALBERTON          | " 8.55        |             |
| O'Leary           | " 9.52        |             |
| Port Hill         | " 11.07       |             |
| Wellington        | " 11.48       |             |
|                   | P. M.         | A. M.       |
| SUMMERSIDE        | Ar. 12.35     |             |
|                   | Dp. 2.10      | Dp. 8.35    |
|                   | " 2.48        | " 9.12      |
| Kensington        | " 3.30        | " 9.50      |
| County Line       | " 3.40        | " 10.10     |
| Bradalbane        | " 4.20        | " 10.40     |
| Hunter River      | " 4.35        | " 10.58     |
| North Wiltshire   | " 5.30        | " 11.56     |
| Royalty Junction  | " 5.55        |             |
| CHARLOTTETOWN     | Ar. 2.05      | " 12.20     |
|                   | Dp. 2.30      |             |
| Royalty Junction  | " 2.30        |             |
| MT. STEWART Junc. | Ar. 3.40      |             |
|                   | Dp. 3.50      |             |
| Cardigan          | " 5.12        |             |
| GEORGETOWN.       | Ar. 5.40      |             |

### SOURIS BRANCH.

Going West. Going East.

| STATIONS.       | No. 5 MIXED | STATIONS.        | No. 6 MIXED |
|-----------------|-------------|------------------|-------------|
| Souris          | Dp. 7.30    | Mt. St'w't Junc. | Dp. 3.50    |
| Harmony         | " 7.55      | Lot 40           | " 4.26      |
| St. Peter's     | " 9.10      | Morell           | " 4.32      |
| Morell          | " 9.42      | St. Peter's      | " 5.05      |
| Lot 40          | " 9.48      | Harmony          | " 6.20      |
| Mt St'w't Junc. | Ar. 10.25   | Souris           | Ar. 6.45    |

C. J. BRYDGES, Gen. Superintendent Govt. Railways.  
W. McKECHNIE, Sup't. P. E. I. Railway.

### Notice to the Public!

SUPPLIES for the "Soup Kitchen" will reach the Committee if left at the Store of Mr. Alex. Horne, Corner of Queen and Fitzroy Streets.  
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Nov. 30, 1877.

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Ch'town, Feb. 23—2i

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Ch'town, Jan. 14, 1878—2 aw

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WHILE taking this opportunity of thanking our numerous customers for the liberal manner in which they have patronized

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we would inform them that we have now increased facilities for the production of first-class work, and are prepared to make PHOTOGRAPHS of a Style and Quality that has never before attempted in this City.  
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ROSS BROS.,  
Cor. Queen and Dorchester Streets,  
opposite Connolly's Bank.  
Sept. 19, 1877—3m eod

1878.

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W. L. COTTON,  
Manager Examiner Printing and Publishing Company.  
Ch'town, Dec. 6, 1877.

## THE DAILY EXAMINER

MARCH 5, 1878.

### DOMINION PARLIAMENT.

(From our Special Parliamentary Correspondent.)

OTTAWA, Feb. 27.

PUBLIC ACCOUNTS ANALYZED.

However much the Grits dislike Mr. Dalton McCarthy, they cannot deny to his great talents the admiration they command. When he rose, yesterday afternoon, for the first time this session, to address the House, he was greeted by cheers from Ministerial as well as Opposition benches. He commenced by expressing the diffidence he felt in speaking after the House had listened to the able speech of the Finance Minister and to the still abler speech of Dr. Tupper. Then he read, from resolutions passed at a great Grit Convention held in Toronto, declarations that economy in the public service and reduction of the public debt were the "strong planks" in the platform of the Grit Party. And then he showed, from the public accounts, that the Grits had, in years the most disastrous ever experienced by Canada, been more lavish of the public funds than Liberal Conservatives had been in years the most prosperous—that while deficit followed deficit, the McKenzie Administration continued to be more extravagant than the McDonald Administration ever were, while heaping surplus upon surplus, under a low tariff and with an abounding revenue.

STARVING THE MILITIA.

While starving the Militia Service, the Grits yet contrived to expend THREE HUNDRED THOUSAND DOLLARS for the purpose of teaching thirty-eight military cadets at Kingston. This is a fair specimen of Grit "economy." A few boys are being drilled at Kingston—money is being poured into Kingston—in order to ensure the defeat of Sir John McDonald by Kingston—while the amount expended upon the militiamen of the Dominion is "cut down" \$400,000 a year! Mr. McCarthy declared the expenditure of \$300,000 upon the Military Academy "wholly unjustifiable under the circumstances," and there will, I think, be found few outside of Kingston who disagree with him on that point. The idea of "teaching" and "fostering" a few boys—the sons of wealthy men—until they become "Colonels" and "Major Generals," while the rank and file of our militia are neglected and unjustly treated is surely "Protection"—or as the Patriot would term it "robbery of the many to benefit the few"—in the most obnoxious form that can possibly be imagined!

POST ENGAGEMENTS.

After critically analysing the public accounts Mr. McCarthy proceeded to show how unjust it was to saddle Liberal Conservatives with all the blame of having undertaken the expensive Public Works which have entailed so great an expenditure, that the Grits attribute all their financial trouble to the "engagements entered into by Sir John." By quotations from Grit "platforms"—of which there appears to be no lack—he showed that the enlargement of the Lachine and Welland Canals was urged upon the Government by Grits themselves. As to the Pacific Railway, he showed from the great Grit organ—the Toronto Globe—that the Government would have been recreant to their duty had they "delayed one hour the commencement of that great work."

INTEREST AND DEBT.

Then Mr. McCarthy turned his attention to the boast of the Financial Minister that he had succeeded in reducing the rate of interest on the Public Debt. Mr. McCarthy showed, from the Financial Minister's own statement; that while the present Government had reduced the rate of interest, the late Government had done so to a much larger extent. He thought neither Government could justly lay claim to much credit on that account; because the consolidation of the Dominion had necessarily increased its credit; and because the ruling rates of interest have fallen. But if the Financial Minister was entitled to praise for reducing the rate of interest, his predecessors were also entitled to praise. Besides, Mr. Cartwright had displayed the silver side of the shield; and traded upon the good management of the Liberal-Conservative Government.

ODIOUS COMPARISONS.

Mr. McCarthy instituted an amusing comparison between Mr. Cartwright's "prophecies" and the actual results. He quoted his estimates and the Public Accounts; and he thereby showed that whenever Mr. Cartwright predicted a deficit, there followed a surplus; and whenever he predicted a surplus, it invariably happened that there was a deficit. He showed, too, that Mr. Cartwright erred to the extent of hundreds of thousands of dollars in his estimates of revenue and expenditure.

FISCAL POLICY.

Then he proceeded to show that Mr. Cartwright's fiscal policy tended to transfer the trade of Canada to the United States. For himself he was, in the abstract, a Free Trader. He believed in Reciprocal Free Trade. But, in view of the unfair and vicious system adopted by the United States, it is, he said, unnecessary—if Canadian manufactures are to be maintained, and reciprocal Free Trade required, that Canada should adopt remedial measures. He quoted from the writings of Professor Cairns—an extra Free Trader of great ability—in support of his views.

MR. MCCARTHY CLOSED.

by administering to Mr. Cartwright a scathing rebuke, for daring to call a man of the eminence of Sir John McDonald a "thief," a "liar," a "briber," and an "embezzler," and fearing to take measures which—as a Minister of the Crown it was his duty to take—to have the "thief," "the liar," or the "briber," and "embezzler," brought to justice. He pointed out that if—as Cartwright charged—Sir John had bribed members of the House of Commons, Cartwright himself, was one of those who accepted the bribe. The difference between a

"briber" and a "bribee." Mr. McCarthy did not care to reckon; but for the man who put out his hand and accepted a bribe—and then went away and denounced the man from whom it was received, he had the profoundest, the most unmitigated contempt.

A PROTECTIONIST SUPPORTER OF THE FREE TRADE GOVERNMENT.

Mr. Patterson—of South Brant—a worldly man of few ideas, was put up by the Government to answer Mr. McCarthy. Mr. Patterson's speech is remarkable only because, being a supporter of the Government and a thorough Grit, he proclaimed himself a "Protectionist"—who thinks the Government have gone far enough in the direction of Protection. There are, I find, many Grits in Parliament who do not scruple to avow themselves "Protectionists," and who will not go back to their constituents on the square issue laid down by Mr. Cartwright.

W. L. C.

OTTAWA, Feb. 28.

ROUTE OF PACIFIC RAILWAY.

This subject was discussed yesterday. Mr. Kirkpatrick said the verdict of the people of Manitoba respecting the location of the Pacific Railway north of Lake Manitoba—is "one of universal condemnation." He mentioned the ominous name of "McPherson"—ominous for the Government—as that of a man who had declared to him that the "muskegs" and "marshes" over which the Government propose to build the railway are so "boggy," that a pole may, by the force of a man's arm alone, be driven down to the depth of eighteen or twenty feet. These marshes extend hundreds of miles. The engineers and the Government have been deceived. They never were over the ground in summer. Their explorations and surveys were always made in winter, when the ground is frozen. A telegraph line has been erected along the proposed route; but it never ticked last summer, simply because the telegraph poles stuck up in a bog have fallen down. He said that either the engineers or the Government have blundered so egregiously that either, or both, should be dismissed. With this conclusion Mr. Ryan (of Marguerite) evidently agreed. He attributed the blunder in great measure to a speech of the "Honorable the Prime Minister," delivered in 1875, in which statements were made which are untrue. While disclaiming motives drawn from local considerations, both Mr. Kirkpatrick and Mr. Ryan maintained that the line of railway should be south, not north, of Lake Manitoba, through cultivated fields—the garden of the northwest—not over barren wastes and marshes. The Premier disclaimed any desire to misplace the railway; and if the best route had not been selected, another may yet, he said, be chosen. His speeches and his acts respecting the railway had invariably been based upon the reports of competent engineers, specially detailed for the purpose of exploring the country and locating the line upon the shortest route possible, without respect to any local consideration whatever. The name of Mr. Granville C. Cunningham was brought up during this uninteresting discussion of an important subject.

THE BALL LAST NIGHT.

After a dull afternoon session, the House adjourned, so that members might attend the Governor-General's Ball. This was, I am informed, one of the grandest of the grand entertainments given by His Excellency.

W. L. C.

Who is Responsible?

The Toronto Mail furnishes the following clear and forcible exposition:—

In 1867 the gross debt of the Dominion was \$93,000,000; on the 30th June, 1873, it was 129,700,000; to-day it is \$174,700,000. Deducting the assets, the debt in 1876 was \$75,700,000; in 1873, \$99,800,000, and to-day it is \$133,200,000. That is to say the debt increased \$24,000,000 in six years of the Macdonald Administration, or \$4,000,000 a year; while in the past four years it has increased \$33,000,000, or over \$8,000,000 a year. It was under the Macdonald Government that all the heavy exceptional expenditures occurred, i. e., for the repelling of the Fenian raids, the purchase of the North-West, and the admission of British Columbia and Prince Edward Island into the Union.

Now, as to current expenditure. With a bounding revenue and a yearly surplus, the Macdonald Government entered liberally upon the work of developing the country, but their highest estimated expenditure, that of 1873-4, never exceeded \$22,500,000. On the other hand the expenditure under Reform rule has run as follows:—

| Year   | Expenditure  |
|--------|--------------|
| 1873-4 | \$23,316,000 |
| 1874-5 | 23,713,000   |
| 1875-6 | 24,488,000   |
| 1876-7 | 23,587,000   |

The excess of their expenditure in four years over the highest estimated expenditure of the Macdonald Government has been upward of \$5,000,000. These figures prove beyond any cavil that the promise of the Reform party to cut down the expenditure has not, to put it mildly, been fulfilled. They made that promise in the days when the revenue ran high and yearly surpluses were the rule, and all the more reason existed for carrying it out when the hard times came in and the revenue began to decline. But the Globe of yesterday virtually says it was found impossible to cut down the expenditure. Then it must have exaggerated and distorted borne false witness every day throughout the six years of the Tory regime in its denunciations of Tory extravagance, and the economy pledges of its friends must have been equally dishonest. But if a general decrease of expenditure were impossible, what is there to justify the enormous increase that has taken place in every branch of the public service at a period of falling revenues and declining trade? In 1873 it cost \$568,000 to collect \$13,053,000 of Customs revenue, while now it takes \$721,000 to collect \$12,556,000. In 1873, 37,000 immigrants were secured from Europe at an outlay of \$287,000, while last year it took \$354,000 to secure 7,700. In 1873 the cost of the Ottawa Departments was \$750,000; now it is \$812,000. In 1873, Pensions and Superannuations cost \$102,000; now they involve a charge of