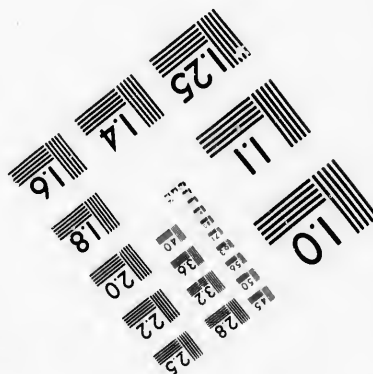
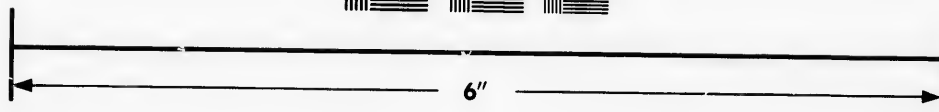
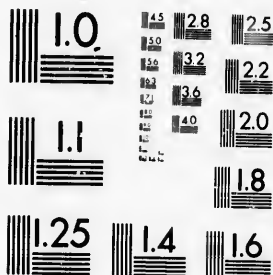


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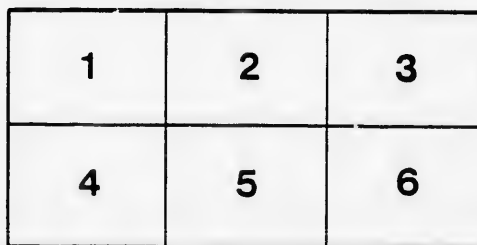
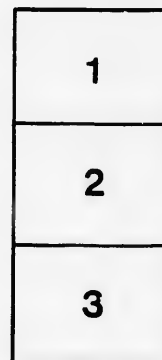
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The Issue Before

THE ISSUE BEFORE THE ELECTORS.

We have in another article discussed the issue before the electors. It is, Whether this country shall be ruled during the next five years by the Reform party under the leadership of Mr. Mackenzie, or by the Tory party under the leadership of Sir John A. Macdonald? Both parties have had a fair trial in administering our national affairs. Both parties have left a record behind them, and it is for the people to judge them thereby. It is after all but a question of comparison, and we do not think that any honest or unprejudiced man can study what Reformers and Tories have done and remain for one moment in suspense as to the man for whom to mark his ballot. No man and no party ever had a better opportunity to make themselves famous than Sir John Macdonald and the Tory party when they undertook to rule this Dominion in 1867. How they left it at the end of less than seven years is a matter of history. They brought disgrace upon themselves and upon the country, and what they have done in the past we have good reason to believe that they would repeat in the future. The crimes under which they sank are still unrepented of, and the opportunities for committing like crimes are too tempting for men of their frail morality to resist. The national policy is simply a cry raised to draw the minds of the people away from those crimes. They would never adopt it if they did get back to office, and, if they did adopt it, it would be like the return of the unclean spirit: the latter state of the country would be worse than the first. It could only benefit the farmer in a season of famine or blight, when the country produced less grain and breadstuffs than was required for home consumption; and what farmer would want to make wealth at the cost of his neighbors, friends and fellow countrymen? Indeed, as has not unfrequently happened, he might want to buy food for his own household; and then how would he relish the payment of two prices? To the capitalist who has his money in manufactures it might be a temporary benefit; but it could only be temporary, for the protection would induce others to put money in the same industry and soon the business would be overdone. To the artisan and the workingman it would be still less a benefit, because the mere re-

THE RECORD OF TWO GOVERNMENTS.

TORYISM AND REFORM IN CANADA. 1867 TO 1873, AND 1873 TO 1878.

The great question now before the people of Canada, and which must be settled by their votes next Tuesday, is, What party shall manage the public affairs of the Dominion during the next five years? Some government there must be, and though none is perfect—though there may be acts of the present Ministers which their own friends do not fully approve—yet no one is justified in voting against them unless he believes that on the whole a change would be beneficial. It is not a positive question, but a question of comparison. It is not whether a more perfect government is possible, but whether a better is probable; and every fair-minded elector must admit that even if the present government were worse than its enemies think it to be, it ought to exist until it can be succeeded by a better. If Mr. Mackenzie and the Liberal party are defeated next Tuesday, we know who, in the natural order of events, will succeed them: The government of the country will pass into the hands of Sir John A. Macdonald and the Tory party. WILL IT BE A BETTER? That is the great question, and fortunately for the people the two parties possess a record, the study of which will make the answer easy. The Conservatives, under the premiership of Sir John A. Macdonald, governed the country from 1st July, 1867, to 5th November, 1873; the Reformers, under the premiership of Mr. Alexander Mackenzie, have governed it from 5th November, 1873, to the present time. Now for their respective records, as these have been preserved to us in official books and papers.

THE RULE OF THE TORY PARTY.

As already stated, the rule of the Tory party began 1st July, 1867, the first day of Confederation. Many eluanges took place in the personnel of the Cabinet, but all under the one leader, and the policy of the party continued unchanged to the close. The Reform element in it, which made up the coalition that appealed to the country on the no-party cry, was soon rooted out and the Government became essentially Tory. One of the beguiled Reformers was Mr. William Macdougall, and in one of his first public utterances after taking office in the Dominion Cabinet under Sir John Macdonald he unwittingly unfolded his leader's plan whereby to control the country.

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Section 16 was let to King & Gough (the latter is a near relative of Peter Mitchell) for \$206,000. It was taken off their hands unfinished four years afterwards, and the Chief Engineer estimated the work done to be worth \$124,000. But King & Gough bribed the district engineer, and got \$40,000 more.

Berlinquet & Co. took a contract of 45 miles for \$919,390. After getting overpaid \$160,000 they threw up their contract and became suppliants for compensation. Their claim came before Justice Taschereau of the Supreme Court last November, under the Petition of Right Act passed by Mr. Mackenzie; and the Crown having mercifully waived penalties amounting to \$216,000, judgment was given *against* the contractors for \$127,000.

Mr. Moffat, a Tory M. P., had $1\frac{1}{2}$ acres of land taken for right of way, on which was a small building. The official arbitrators valued the land at \$30 and the building at \$700. On the eve of the 1872 elections, without anything further being made of record, Mr. Moffat was paid \$2,000 for his so-called 'damages,' and was given the house into the bargain.

Peter Mitchell, a member of the Government, owned two acres of land and a dilapidated wharf at Newcastle. Peter assumed a victorious air of independence as the Pacific Scandal revelations came out, and on 14th August, 1873, the day following the short and exciting session of Parliament, he was paid \$16,000 for property hardly worth \$1,000.

The stealings of Fraser, Reynolds & Co. and John Haws & Co. need only be mentioned to be condemned.

The Intercolonial Railway, under this sort of management, cost \$48,000 a mile to construct it. Mr. Mackenzie is building the Pacific Railway, with as good a road-bed, over an extremely difficult country, at a cost of \$25,535 a mile. But under Mr. Mackenzie there is a very different system of letting contracts,—the bulk sum is discarded, ample security is required, and no stealings are allowed.

NORTH-WEST BLUNDERING.

The North-west Territory was purchased from the Hudson's Bay Co. for £300,000 sterling, the Company reserving a twentieth part of all the lands. The Government, without consulting the people of the North-west, appointed William Macdougall as Governor, who set out to take possession of the country with a Cabinet ready made. He was met on the borders and promptly ordered off. The people asserted their rights, and demanded a share in the administration of affairs. The Government at Ottawa, by a policy of masterly inactivity allowed the

side on a basis of 60,000 population; and to build the Pacific Railway, 2,700 miles in length, through a sea of mountains and an unexplored wilderness, within a period of ten years. These terms were infinitely more favorable than the Columbians asked for, or expected to receive. They would be perfectly content with a coach road over the country to Fort Garry, and a railway to be built in initial sections as soon as our circumstances would allow. But, as will be seen farther on, Sir John was looking for means wherewith to keep the Government in his own hands for another term of ten years. He wanted that road to serve the same purposes as the Intercolonial, and therefore he hesitated at nothing. All legislative authority in regard to it was usurped, and handed over to 'the Governor in Council.'

THE PACIFIC SCANDAL BOILED DOWN.

In the session of 1873 Hon. L. S. Huntington formally charged the Government with selling the Pacific Railway charter to Sir Hugh Allan for money wherewith to control the elections of 1872, and demanded a committee of the House to investigate the charge.

The committee was at first refused, and a few days later Sir John boldly declared his readiness to justify the course of the Government, and by God's help he believed he could do so satisfactorily. 'I know that the charge is a foul calumny. The Government deny it *in toto*.' Neither by 'thought, deed, ward or action' had they done anything of which they could be ashamed.

It is unnecessary to detail the efforts made to defeat an enquiry, or the circumstances which led up to the appointment of a Royal Commission. Suffice it to say that the court was of the accused man's own choosing, and the evidence of himself and his friends proved—

(1.) That two parties were rivals for the charter; one, composed of Sir Hugh Allan and his American friends, and the other, of Senator Macpherson and some friends in Ontario.

(2.) That Sir Hugh Allan and his friends decided on a bonus of \$30,000,000 and 50,000,000 acres of land as the minimum they would be willing to receive, which two months later was the actual subsidy fixed by the Government; and that while the charter was passing through the House Sir Hugh was in frequent communication with the Government.

(3.) That the Government sought to amalgamate the two companies with the balance of power secured to Sir Hugh Allan, and that Sir John A. Macdonald on 26th July,

ers was west, appointed William Macdonald as by the Government; and that while the

John A. Macdonald do the same thing over again if he got the opportunity? or to 'recoup' Sir Hugh Allan the \$356,500 advanced in the elections of 1872, should the people again bring him back to power by their votes cast next Tuesday?

To quote what the *Pull Mall Gazette* said at the time: IT WILL BE THE DUTY OF THE HONEST PEOPLE OF THE DOMINION TO TAKE CARE THAT NONE OF THE PERSONS WHO WERE CONCERNED IN THE PROCEEDINGS OF WHICH SIR GEORGE E. CARTIER WAS THE AGENT SHALL EVER AGAIN OBTAIN POWER IN CANADA.

The eyes of Europe and America are still upon us. Will we prove faithful to our great trust?

VARIOUS OTHER SCANDALS.

Since the overthrow of the Tory Government in 1873 a variety of scandals have been brought to light. Among these are—

(1.) The levying of black-mail on the Northern Railway Company to the extent of \$27,000,—\$2,500 of which went to the Sir John testimonial, \$2,000 to the *Mail* newspaper, \$1,000 to the Conservative election fund of 1872, \$5,440 to the expenses of Hon. John B. Robinson's election in Algoma, \$4,166 to Mr. Cumberland's expenses in Algoma and Cardwell, and \$3,750 to help through favorable legislation in 1873—all of which should have been paid into the Dominion treasury, and which Mr. Mackenzie's Government has since compelled the Company to refund;

(2.) The purchase of Riel's benishment from Manitoba at a cost of \$4,000 public funds during the Dominion elections of 1872, while Sir John went through the country branding him as a red-handed murderer and wishing to God he could catch him. "I sent him (Archbishop Tache, Sir John swears) a draft for a thousand dollars to be used in procuring Riel's withdrawal."

(3.) The payment of \$2,500 to Sir John's 'impetuous' friend, J. G. Moylan, for 'printing' which was never got, keeping the entries out of the books for four years, and then charging the money for work said to have been done eleven or twelve years before, and which if done at all should have been charged to the account of the old Provinces;

(4.) The retaining of \$32,179 of Secret Service funds by Sir John two years after quitting office, 'to be used for his own party purposes in opposition', and the actual payment of \$6,000 of it to the treasurer of his own election fund in the city of Kingston;

And (5) the exaction of \$545 fees from the poor tenants on Ordinance Lands, in violation of law and professional decency,—which amount Sir John himself pocketed while in receipt of his regular salary as Minister of Justice.

THE PUBLIC EXPENDITURE.

The public expenditure of the Tory Government began with \$13,486,092 a year, and

the financial year beginning 1st July, 1873, were placed at the credit of Sir John Macdonald's Government on 23rd May, and were made up of the following sums:

- (1) The original estimates, \$20,941,183.
- (2) The 1st, 2nd and 3rd supplementary estimates, \$525,640.
- (3) Increased salaries of Ministers, &c., (chap. 31) \$300,555.
- (4) Readjustment of debt and subsidies (chap. 30 and 41) \$819,349.
- (5) Admission of P. E. Island (chap. 40) \$418,000.
- (6) Mounted police force (chap. 35) \$200,000.
- (7) Balances carried forward, \$180,282.

This makes a total of \$33,685,009 voted for the services of the year, or \$368,093 more than was spent.

These were the engagements of Sir John A. Macdonald's Government, contracted in their last year of office, and nearly all of them are continuous from year to year. They added nearly four millions to the yearly expenditure; and yet it is pretended by the Tory party that because Mr. Mackenzie entered office during their last financial year, and honorably paid the debts they (the Tories) contracted, therefore he is responsible for the increase in that year's expenditure!

But this was not all. The Macdonald Government had entered into engagements for the further increase of the national debt by the sum of \$95,003,000,—\$43,800,000 for ferrets, \$44,500,000 for the Intercolonial Pacific, Nova Scotia and New Brunswick and Prince Edward Island Railways, \$2,500,000 for St. Lawrence improvements, and \$5,500,000 for minor works, &c.; and, in addition, there were \$35,000,000 of Public Debentures just maturing — for none of which objects had Sir John's Finance Minister made any provision.

To have met all these engagements at once would have added nearly \$5,000,000 to the yearly expenditure.

WHAT HAS BEEN DONE.

As just pointed out, the Tory Government's engagements, then completed, would have swelled the yearly expenditure by \$5,000,000, or a total of \$28,500,000. To meet this they had provided for the year 1873-4 a revenue of only \$21,740,000, which for that year would have left a deficit of nearly two millions, and for future years an additional sum to be provided of seven millions and a half.

Mr. Mackenzie's Government resolved to meet all unavoidable engagements by increasing the tariff from 15 to 17½ per cent. and by adopting a policy of strict economy.

All public works the carrying on of which was not imperative were postponed until the return of better times. In this way an expenditure of about \$45,000,000 was deferred. The new works undertaken subsequent to 1st January, 1874, have only cost \$80,000. Other works under contract before that date, and for which votes had been taken by the Macdonald Government in 1873, have cost up to 30th June, 1877, the sum of \$24,361,920, or within half a million

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In 1873 steel rails cost the Government \$85 per ton (including John Huws' stealings): In 1874-5 they cost only \$51 a ton.

Sir John paid for ordinary bar iron \$4.31: Mr. Mackenzie is buying it for \$1.80.

Sir John paid for oak lumber \$58.50: Mr. Mackenzie is paying \$39.50.

Sir John paid in 1873 for travelling expenses \$1,218: Mr. Blake in 1877 paid only \$51.35.

Sir John paid in 1873 for cab hire \$1,038.50: Mr. Blake in 1877 paid only \$14.80, and Mr. Mackenzie in two years only \$35.

Sir John paid in 1873 for telegraphing, cab hire, travelling and postage \$7,118.87: Mr. Blake in 1877 paid only \$521.92.

SOME SMALL SCANDALS.

The steel rails purchase, the Goderich harbor contract, the Kaministiquia terminus and the Neehing hotel have been charged as scandals against the Government. On two of these the Opposition have never dared to ask for an enquiry by a committee of Parliament, though it was offered them again and again.

The steel rails were purchased when the Chief Engineer of the Pacific Railway reported that he wanted them. They were purchased from the lowest bidder after receiving tenders from the principal makers in Europe and America, and under authority of the Pacific Railway Act. The contract was laid before the House of Commons in the usual way and duly ratified.

The Goderich harbor contract was also let by tender, without any favoritism, and the lowest competent tenderer got it.

The Kaministiquia terminus matter has been investigated by a committee of the Senate, led on by Senator Macpherson. Mr. Macpherson himself on one occasion bought a quantity of Ordnance Lands from John A. Macdonald for which he paid \$1,283, and which he sold the next day to the Grand Trunk Railway Co. for \$96,000. Probably he suspected trickery of the same kind in the purchase of the Kaministiquia terminus. If he did he has been woefully disappointed. The investigation proved that the location of the terminus was fixed, and the valuation of the property—including the Neehing hotel—was made in the regular way, and without a particle of scandal attaching to either.

THE RESPECTIVE RECORDS.

We have now sketched the records of the two parties. All has not been said, but the salient points of character have been presented. It now remains for the electors to choose between the two. As stated at the outset, it is a question of comparison, and what a man or a party has done in the past is our best guide in determining what they will do in the future. What can be gained by turning out Mr. Mackenzie and his colleagues and putting Sir John A. Macdonald and his friends in their places? Will they form a better Government? Their record

INSTRUCTION FOR VOTERS.

The voter is to vote for one candidate only. The voter is to be introduced singly, and, with the pencil provided in the compartment, place a cross on any part of the ballot paper within the division containing the name of the candidate for whom he intends to vote, thus: **X**

BALLOT PAPER.

Election for the Electoral District of E. Elgin, 1878.

I. THOMAS ARKELL, Town of St. Thomas, County of Elgin, Merchant.	
II. COLIN MACDOUGALL, Town of St. Thomas, County of Elgin, Barrister-at-Law.	X

BALLOT PAPER.

Election for the Electoral District of W. Elgin, 1878.

I. GEORGE ELLIOTT CASEY, Township of Southwold, County of Elgin, Farmer.	X
II. MALCOLM G. MUNRO, Village of Wardsville, County of Middlesex, Merchant.	

If the voter should desire to vote for Colin Macdougall or George Elliott Casey he is to place a cross, thus, **X**, in the division containing the name, as seen by reference to the above design of ballot paper.

The voter will then fold the ballot, so as to show a portion of the back only, with the number and the initials of the deputy returning officer.

He will then deliver it to the deputy returning officer, who will place it in the ballot box. The voter will then forthwith quit the polling station.

If a voter inadvertently spoils a ballot paper he can return it to the proper officer, who, on being satisfied of the fact, will give him another.

If the voter votes for more candidates than he is entitled to vote for, or places any mark on the ballot paper by which he can afterwards be identified, his vote will be void, and will not be counted.

If the voter takes a ballot paper out of the polling station, or fraudulently puts any other paper into the ballot box than the ballot paper given him by the deputy returning officer, he will be subject to be punished by fine of \$500, or by imprisonment for a term not exceeding six months, with or without hard labor.

LOOK ON THIS PICTURE, AND ON THIS.

REFORM	CONSERVATIVE
PLATFORM.	PLATFORM.
BRITISH CONNECTION	HOSTILE TARIFF AGAINST BRITAIN.
FOREIGN TRADE.	RUIN OF MARITIME INTERESTS.

the payment of two prices. To the capitalist who has his money in manufactures it might be a temporary benefit; but it could only be temporary, for the protection would induce others to put money in the same industry and soon the business would be overdone. To the artisan and the workingman it would be still less a benefit, because the mere report that good wages were being paid in Canada would bring hundreds of competing artisans and workmen from the work shops and the over-crowded cities of Great Britain and the Continent. There is no form of protection for labor, and at the best the system could only add to the cost of living without providing one counterbalancing benefit. To professional men it could bring nothing but evil, and to the whole country it would inevitably bring commercial disturbance and financial distress. We believe that these are the opinions of the great majority of men in this portion of the Dominion, and therefore we look forward with confidence to the support of Mr. Mackenzie's Government.

THE East Riding of Elgin has been faithfully served by Mr. Macdougall during the past four years. He has approved himself a man of ability, firmness and decision. Every interest of his constituents has been faithfully guarded. His service to the town and county in the matter of Canada Southern legislation alone entitles him to the support of all classes. The action of Mr. Arkell in the same matter shows him to be utterly unworthy of confidence, and on that ground alone the electors should not hesitate to reject him. He has neither firmness nor ability.

THE constituency of West Elgin is not going to reject one who has grown up with the county and whose interests are wholly identified with it, for any mere adventurer from a neighboring county. Mr. Casey has been a credit to the Riding, and his brother farmers have good cause to be proud of him. They will rally to his support next Tuesday and send Mr. Munro back to interest himself again in the local politics of Middlesex. He can't be trusted in Elgin.

AFTER speaking a whole month in favor of a duty on barley as one way of helping the Canadian farmer, Mr. Arkell, at the nomination on Tuesday, threw away the result of all his labor by candidly confessing that the duty wouldn't be of any earthly benefit. Just like Mr. Arkell!

Party. One of the misguided Reformers was Mr. William Macdougall, and in one of his first public utterances after taking office in the Dominion Cabinet under Sir John Macdonald he unwittingly unfolded his leader's plan whereby to control the country.

THE INTERCOLONIAL RAILWAY

was to be constructed as one of the conditions of Union, and it was estimated to cost \$20,000,000. Mr. Macdougall said the Government would have that railroad in their hands, with one of several routes to be chosen, and he declared that Mr. (Sir John) Macdonald and his colleagues are not so naive as they used to be—they must have 'lost a good deal of their corrupt tendency'—if they are not able to control the government of the new Dominion for the next 'ten years.' That Sir John Macdonald and his colleagues did try to turn the construction of the road to this account, subsequent events have abundantly verified.

Mr. Mackenzie, at the earliest moment, sought to make the choice of route subject to the assent of Parliament, but his motion was voted down.

The offers made to build the road by the shortest route to St. John for \$12,000,000 were rejected; the Colonial Secretary was 'trepanned' into writing an official despatch expressing preference for the north shore route; and at the bidding of Sir George Cartier and Peter Mitchell—as recorded by Wm. Macdougall, who was a member of the Cabinet—'Sir John A. Macdonald and Mr. Campbell surrendered the interests of Ontario to Quebec and Mr. Mitchell, and 'threw eight millions of dollars into the sea.'

The route chosen was longer than the one advocated by Mr. Tilley, Mr. Macdougall, and the Reform Opposition led by Mr. Mackenzie, by 138 miles. It lay through an all but uninhabited country—many portions of it unfit for settlement—and it threw a great portion of the trade of the Maritime Provinces permanently into the hands of American railway companies.

The construction of the road was placed in the hands of political friends of the Government, one of whom (Aquila Walsh, of Norfolk) was a member of Parliament in receipt of \$4,000 a year; the advice of the chief engineer as to the best method of letting contracts was rejected, and the contracts were let to political friends in lump sums without requiring any security, which resulted in over payments amounting to hundreds of thousands of dollars.

Haycock & Co. took section 5 for a lump sum of \$361,574; they were paid \$74,249 and then failed. The original plans were reduced by about \$90,000, and then the same section was re-let to A. McDonnell & Co. for \$533,000.

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west, appointed William Macdougall as
Governor, who set out to take possession of
the country with a Cabinet ready made. He
was met on the borders and promptly or-
dered off. The people asserted their rights,
and demanded a share in the administration
of affairs. The Government at Ottawa, by
a policy of masterly inactivity allowed the
country to drift into insurrection; the
loyalists were left at the mercy of the
the insurgents, and some were but-
chered in cold blood; the rebels es-
tablished a provisional government, and dic-
tated terms to Sir John at Ottawa. It cost
the Dominion \$1,563,000 to send a force in-
to the country to establish law and order,
and volunteers were kept there for several
years subsequent at a cost of hundreds of
thousands of dollars,—to say nothing of the
\$15,217 paid to William Macdougall as the
salary and expenses of an office which he
never filled.

THE BETTER TERMS TO NOVA SCOTIA.

The financial Act of the Union is fixed
by the Imperial Act of Confederation, and
it could only be changed constitutionally by
the British Parliament, upon an address of
the Parliament of Canada. But the Pro-
vince of Nova Scotia demanded 'better
terms,' and as a majority of its members
were hostile to the Government, Sir John,
with his usual cunning, spread a net to
catch them. In the first year of Confedera-
tion he expressed himself favorable to bet-
ter terms, and in the second session he pro-
posed to increase the Nova Scotia subsidy
to the extent of \$2,000,000. This was made
conditional upon the acceptance of a seat in
the Cabinet by Mr. Howe, the leader of the
Nova Scotia members. The Reform Oppo-
sition, while willing to give their best con-
sideration to any proposal to procure needed
changes in the basis of Union in a con-
stitutional way, strongly expressed their dis-
approval of the Government's proposition,
and pointed out that it would establish a
precedent for endless future demands
for change in the financial arrangement.
But their resolutions were voted down, the
constitution was violated, and Sir John drew
the Nova Scotia members into his own net.
The only Liberal proposition carried was an
amendment of Mr. Blake declaring this set-
tlement to be final.

THE UNION WITH BRITISH COLUMBIA.

Always on the look-out to fortify his
position, the Conservative leader sought to bring
British Columbia into the Union. He had
already, in violation of the constitution,
given Manitoba four representatives in the
House of Commons. He now proposed to
give British Columbia six for its 10,000
white settlers; to compute the annual sub-

by the Government; and that while the
charter was passing through the House Sir
Hugh was in frequent communication with
the Government.

(3.) That the Government sought to amal-
gamate the two companies with the balance
of power secured to Sir Hugh Allan, and
that Sir John A. Macdonald on 26th July,
1872, authorised Sir George Cartier to give
this assurance to Sir Hugh,—'the whole
'matter to be kept quiet till after the elec-
'tions.'

(4.) That on 30th July Sir George made a
written demand on Sir Hugh for funds to
assist in the pending elections, undertaking
that 'any amount which you, or your Com-
'pany, shall advance for that purpose shall
'be recouped to you.'

(5.) That upon these terms Sir Hugh ad-
vanced to Sir George \$85,000, to Sir John
\$45,000, and to Mr. Langevin \$32,600; and
that before getting the contract signed Sir
Hugh disbursed \$356,500 in gold.

(6.) That Sir Hugh placed such value upon
the memorandum under which this mon-
ey was paid that he refused to deliver the
original into the hands of the Royal Com-
mission, but filed a certified copy instead,—
no doubt looking forward to a time when
his claim to be 'recouped' might be en-
forced.

(7.) That Sir John A. Macdonald on 31st
January, 1873, settled an agreement where-
by Sir Hugh Allan and his associates got
possession of the charter, with a full know-
ledge of all the schemes and plans of Sir
Hugh in his possession—copies of the whole
Allan-McMullen correspondence and other
documents having been put in his hands on
the 23rd of the same month.

(8.) That Sir Hugh Allan did not contri-
bute to the Government election funds out
of any political sympathy, but solely to get
the charter; for he testified before the Royal
Commission that he was 'no politician,' and
that he 'had never voted at a parliamentary
'election in his life except once.'

(9.) That Sir John A. Macdonald has never
repented of this crime, of which at one
time he called God to witness that he was
innocent; but, as at Simcoe, Uxbridge and
other places, he protests that 'the great mis-
chief was the money was sent to him' and
paid out by him, instead of by the United
Empire Club, the Liberal-Conservative As-
sociation, or other like modern agency.

To sell the charter and get money for the
purpose of bribing the electors is still, in
Sir John Macdonald's opinion, a proper en-
ough thing to do; only the money should
be sent to and be paid out by, a political
club instead of a political chieftain.

And holding these views of the Pacific
Scandal, after all the world has condemned
it, would any one be surprised to see Sir

receipt of his regular salary as Minister of Justice.

THE PUBLIC EXPENDITURE.

The public expenditure of the Tory Government began with \$13,486,092 a year, and it ended with \$33,316,316 a year. The period of inflation which began with 1871 was mistaken by the Government for healthy and substantial prosperity, and though gravely warned by Sir Alexander Galt, Mr. Cartwright, Mr. Mackenzie and others, they rushed the country headlong into engagements which defied even a period of inflation to meet.

In the last financial year the expenditure was increased by over four millions of dollars—six millions more than for the previous year, and ten millions more than for the first year of Confederation.

The net national debt was increased in the seven years by \$32,596,324, and new obligations and engagements for canals, railways, &c., were entered into—for which no provision was made—that if carried out in their entirety would swell the debt by \$96,000,000 more, or say a charge on the public revenue of nearly five millions a year.

WHAT THEY FAILED TO DO.

And having done all these things, they left undone many things which the interests of the Dominion really demanded.

They failed to carry an Election Law.

They failed to carry a Supreme Court Act.

They opposed election trials by the Courts.

They opposed simultaneous elections.

They voted down vote by ballot.

They gerrymandered the constituencies.

AND THESE ARE FACTS OF HISTORY.

THE RULE OF THE REFORM PARTY.

The Reform party entered office at an inopportune time for themselves, but at a fortunate time for the country. The depression in trade had just set in with our American neighbors, and the financial engagements of the Tory Government were just beginning to bear fruit. Had the downfall of Sir John A. Macdonald been deferred two or three years the results of their policy would have fully matured, the resources of the country would have been enormously taxed to meet the obligations to which the Tory Government had committed it, and the responsibility for the increase in yearly expenditure would unhesitatingly be fixed where it properly belongs.

THE PUBLIC EXPENDITURE AGAIN.

Mr. Mackenzie and his colleagues were sworn into office on 7th November, 1873. The moneys voted by Parliament for defraying the expenses of the public service for

\$80,000. Other works under contract before that date, and for which votes had been taken by the Macdonald Government in 1873, have cost up to 30th June, 1877, the sum of \$24,361,920, or within half a million of the entire increase of the national debt under Mr. Mackenzie's Administration.

The increase of yearly expenditure imposed by this addition to the national debt is: for interest on borrowed money, \$1,072,791, and for additional payment to public debt sinking fund, \$314,453. To these sums add \$155,528 for extinction of Indian titles in the North-west; \$106,560 for expenses of the Supreme Court and Court of Appeal; \$111,085 for inspection of Weights and Measures; \$318,041 for increase in postal service; and about \$300,000 for the salaries of new officers appointed in the dying days of Sir John's administration, and the increase of the salaries of old friends—and we have a total of nearly \$2,300,000 unavoidably added to the expenditure.

But by a system of wise economy the Government have met all engagements honorably, and at the end of three years the total increase has been only \$202,975.

Under the head of Ordinary Expenditure, which is the most easily controllable, they have cut down expenses by \$1,488,998. Sir John increased expenses under this head at an average of \$782,296 a year: Mr. Mackenzie has decreased them at an average of \$490,332 a year.

The rate of interest paid on the public debt when the Reformers took office was \$5.37 on the \$100: it is now only \$4.64, and the total saving of interest thus effected on our public debt is \$651,700 a year.

LEGISLATIVE REFORMS.

Mr. Mackenzie's Government have given us a general elections law, a law for the trial of controverted elections by the Courts, vote by ballot, a Supreme Court, laws which give the working man the same rights as his employer, which repress betting and pool-selling, which make it criminal to carry revolvers and other lethal weapons, besides legislation on a variety of other subjects closely affecting the physical and moral well-being of the community—not forgetting the Scott Temperance Act, which puts prohibition of the liquor traffic in the hands of the people.

SPECIMEN ECONOMIES.

In 1873-4 the Tory Government paid for the management of public works \$2,249,213: In 1876-7, with 572 miles more of railway to operate, the Reform Government paid only \$2,353,681.

In 1873-4 it cost \$3,200 per mile to run the public railways in the Lower Provinces: In 1876-7 it cost only \$2,075 per mile.

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will do in the future. What can be gained
by turning out Mr. Mackenzie and his col-
leagues and putting Sir John A. Macdonald
and his friends in their places? Will they
form a better Government? Their record
of seven years says NO.

THE DUTY OF THE HOUR.

The Tory party ask for support on the
ground that they would give the country a
national policy. This means—if it means
anything, which is very doubtful—that they
would adopt a policy of more taxation; that
they would destroy foreign commerce; and
that by legislative restrictions Canada would
be isolated from all the rest of the world.

We have passed through a period of
severe commercial depression, when money
was scarce and credit impaired. The Gov-
ernment felt that the true policy to pursue
under the circumstances was to lighten the
burdens of the people, and leave them free
to buy in the cheapest markets and sell in
the dearest. The wisdom of this policy is
seen to-day in the gradual revival of busi-
ness, the employment and wages given to
workingmen and artisans, the activity of
trade and manufactures, and the independ-
ent condition of the farming community.

Burden the people with taxation, handi-
cap them in the race of life, and you at once
increase the difficulty of our circumstances—
the best illustration of which we find in the
present condition of our American neigh-
bors, whose example we are invited to imi-
tate.

The farmers, the mechanics, the working-
men and the trades-people of Elgin we be-
lieve will do what they honestly believe to be
right in the best interests of the country, and
Messrs. Macdougall and Casey will be
re-elected by large majorities.

To work courageously and hopefully to
that end is the duty of the hour for every
Reformer.

As it is illegal to hire teams for conveying
voters to the polls, the friends of Messrs.
Macdougall and Casey are expected to place
all required vehicles at the disposal of their
Committees for Tuesday.

When Sir John was in office the public
departments were paying for white oak \$60
per 1,000 feet; it now costs \$29. In Sir
John's time they paid \$1.31 for ordinary bar
iron; it now costs \$1.80. For some blank
forms of printed matter they paid to differ-
ent parties in Sir John's time \$5, \$7, \$8 and
\$10; the same forms are now got for \$1.15.
What wonder, then, that men like Wallace
and Arkell are anxious about the return of
Sir John to office!

BRITISH CONNECTION	HOSTILE TARIFF AGAINST BRITAIN.
FOREIGN TRADE.	RUIN OF MARITIME INTERESTS.
REVENUE TARIFF.	RETALIATORY WAR WITH THE STATES.
DOMESTIC HARMONY.	STOPPAGE OF LUMBER TRADE.
LIGHT TAXATION.	HIGH TAXES.
CHEAP FOOD.	DEAR FOOD AND FUEL.
CHEAP FUEL.	DEAR FURNITURE AND TOOLS.
CHEAP CLOTHING.	THE CAPITALIST ENRICHED.
CHEAP FURNITURE.	
CHEAP TOOLS.	
ALL MEN TREATED EQUALLY.	THE POOR MAN CRUSHED.

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