

## SERIOUS RAILWAY ACCIDENT

THEO. STEWART AND GEORGE MACLEOD, ESQRS.,  
BADLY INJURED—OTHER PASSENGERS SUFFER  
INJURIES LESS SEVERE—CAUSE  
WRECKED.

The P. E. Island Railway has been remarkably free from accidents. Till Wednesday, no passenger had ever been seriously hurt on any train. But Wednesday evening the city was startled by a report to the effect that an accident had happened the Souris-Georgetown train, by which several passengers had been seriously, if not fatally, injured. The report proved only too true.

The afternoon express train, with passengers, etc., for Georgetown and Souris, left Charlottetown at the usual hour—4 o'clock. The train was made up of two platform cars loaded with coal—a sheet-iron flue about forty feet long being laid lengthwise and bearing on each—one second class car and baggage car combined, and a first-class car. The train was under the charge of Conductor Perry, the train hands being Michael Paquet, brakeman, John Hunter, driver, and Charles Harris, fireman. We find it impossible to obtain a complete list of the passengers, but the following were among the number:—Theophilus Stewart, George McLeod, Captain McInnis, Mr. Helliwell, of Toronto, Mr. Shaw, of Morell, Miss Kate Davies, Mrs. John McArthur, Mr. Collins, Georgetown. As the train passed a certain point on the line, one of the section men is reported to have remarked that the couplings of the platform cars were looser than they ought to have been, and that those cars were, consequently, swaying considerably. But all went well until a curve about a mile and a half or two miles east of York Station had been reached. Here one of the platform cars left the rails and the other cars followed. But the locomotive adhered to the road and before she could be stopped had dragged the train some distance over the sleepers—smashing the platform cars, tearing up the roadway, and toppling over the passenger cars. No one in the second class car was injured. But in the first class car Mr. Theophilus Stewart received a severe contusion in the back, Mr. George McLeod had his face completely broken up, Mr. Helliwell had his shoulder blade broken and was bruised on the side, Captain McInnis was bruised and shaken, Miss McDonald was also hurt, but not seriously, while the remaining passengers were only very much shaken and frightened.

News of the accident was, as quickly as possible, telegraphed to town; and a special train, with Dr. Beer and others, on board, was despatched to the scene. The injured persons were attended to by the physician; and under his directions immediately brought to town. Mr. Stewart was conveyed to the Hospital, Mr. McLeod to his residence, Mr. Helliwell to the Revere House, and the others to their several residences or boarding houses.

At about 9 o'clock a special train with the Superintendent, the Roadmaster, and a body of workmen on board, went to the scene of the disaster; and the broken roadway was repaired in time for the trains to pass over it next morning.

### THE INJURED PASSENGERS.

The writer visited Mr. Stewart at the Hospital yesterday. He was in good spirits, hopeful of speedy recovery, thankful that the injury was no worse, and chiefly solicitous about Mr. McLeod, whose injuries, if not greater, are at least more apparent. Mr. Stewart suffers from hemorrhage of the kidneys, caused by the blow he received on the back. The doctors think his injury serious, chiefly on account of this great age. Mr. Stewart is, we are informed, eighty-two; but, still, till Wednesday, vigorous and active. His benevolence is proverbial; and though a comparatively poor man, he never misses an opportunity of doing all good he can. He was, when injured, on an errand of mercy—making a voluntary effort to get some poor debtor out of Georgetown jail. One trait of his character was strikingly brought out by the disaster. Mr. Stewart is strictly a "total abstainer." When the relief train arrived at the scene of the accident, he was laid on the side of the road suffering great pain and apparently nearly dead. One of those who came to help the sufferers, offered him a flask of liquor or brandy. "No—No," he groaned, "I am ready to die; but not yet ready to drink liquor!" We give the incident as we obtained it.

Mr. McLeod's injuries are chiefly in the face, which is dreadfully mangled. The cheek bone, and the bones of both the upper and lower jaws are broken in several places, and his front teeth, with the bones to which they are attached, are all gone. Wednesday evening his face and head were very much swollen, but under the careful treatment of Drs. Hobkirk and Beer, who attended him throughout the night, the swelling is much reduced, and he is doing as well as can be expected to-day. He is able to write notes to his physician and attendants, indicating his feelings and wants. The pluck he displayed while having his face sewed up is highly spoken of by Dr. Beer.

Mr. Helliwell is agent for Messrs. Moses Staunton & Co., paper hangers and manufacturers, Toronto, and was travelling through the Island on business. He was attended at the Revere Wednesday evening by Dr. Beer, who set his broken shoulder blade, and applied remedies to the contusion on his side. He is easy to-day. The writer called upon him, and was surprised at the fortitude and cheerfulness with which he bears his injuries. In conversation he expressed the opinion that the accident was due to a bad road-bed.

Miss McDonald, of Boston, has a number of serious bruises, and Miss O'Connor, also of Boston, is slightly injured. Both are well cared for at the "Franklin House," and are being attended by Dr. McLeod. They are reported "easier to-day."

### CAUSE OF THE ACCIDENT.

The immediate cause of the accident is not definitely known. It was at first re-

ported that the flue was bound to both cars, and that it therefore prevented them from keeping the rail while going round the curve. But the fact that the flue was merely sheet iron and was not fastened tightly to the cars, explodes that theory. The opinion of some of the train hands and the passengers is that the "rails spread." If so, they must have spread after the locomotive passed over them, for it never left the rails at all. One would imagine that if the accident were due to the defective roadway, the engine, which is heaviest and shortest, would have suffered with the rest of the train. Another view is that some of the gear in the bottom of the car fell to the ground among the sleepers and tipped the car off. This view seems to be strengthened by the fact that the inside of one of the wheels of the car which first left the track was found to have been worn bright by the action of a loose iron bar, which may, on becoming looser, have fallen to the ground. But whatever the cause of this particular accident, the belief exists, and is well spread, that many of the sleepers on the railway are rotten, and that the roadway generally is defective. We hope that means will immediately be taken to disabuse the public mind of this opinion if it be wrong, or to remedy the road, if it be correct.

### Dominion Revenue.

The deficit in the revenue of the Dominion for 1879-80, is now ascertained to be little less than \$1,700,000. It is estimated that \$1,300,000 was received by anticipation, in the previous year, so that had no part of the revenue been anticipated, the deficit would have been something less than \$400,000. With an equal expenditure—the amount was about \$24,500,000—the same sources of revenue would, for another year, leave a deficit of about \$400,000. It remains to be seen whether the alterations made in the tariff last session will fill this gap and prevent another deficit. In submitting his first tariff to the House, Sir Leonard Tilley confidently predicted that we should see no more deficits. We had our doubts at the time. This new deficit shows that no Government could afford to reduce the customs duties, as a whole, whatever alterations it might be possible to make. The tariff is before everything else a revenue tariff, and the difficulty is that it does not produce revenue enough.—*Montreal Times.*

### Remedy for Hard Times.

Stop spending so much on fine clothes, rich food and style. Buy good, healthy food, cheaper and better clothing; get more real and substantial things of life every way, and especially stop the foolish habit of running after expensive and quack doctors or using so much of the vile humbug medicine that does you only harm, and makes the proprietors rich, but put your trust in the greatest of all simple pure remedies, Hop Bitters that cures always at a trifling cost, and you will see better times and good health. Try it once. Read of it in another column.

### August Flower.

The immense sale and great popularity of Green's August Flower in all towns and villages in the civilized world has caused many imitators to adopt similar names, expecting to reap a harvest for themselves at the expense of the afflicted. This medicine was introduced in 1868, and for the cure of Dyspepsia and Liver Complaint, with their effects, such as Sour Stomach, Sickheadache, Indigestion, Palpitation of the Heart, vertigo, etc., etc., it never has failed to our knowledge. Three doses will relieve any case of Dyspepsia. Two million bottles sold last year. Price 75 cents. Samples 10 cents.

GILES' Liniment Iodide Ammonia cures neuralgia, faceache, rheumatism, gout, frosted feet, chilblains, sore throat, erysipelas, bruises and wounds of every nature in man or animal. The remarkable cures this remedy has effected classes it as one of the most important and valuable remedies ever discovered for the cure and relief of pain. From over-exertion, I contracted a pain across my loins. My suffering was intense. One bottle of Giles' Liniment Iodide Ammonia cured me. T. B. McGee Conductor N. Y. and New Haven, R. R. Giles' Pills cure suppression.

### MARRIED.

At the residence of Captain Gillis, Charlottetown, by the Rev. J. M. McLeod, Mr. Samuel Nicholson of Rose Valley, to Miss Annie Nicholson, Springton.

At Windham Hill, Cumberland, N. S., Aug. 19th, by Rev. A. D. Morton, A. M., Joseph S. Higgs, River Philip, to Christina, daughter of Thomas Wood, Vernon River, P. E. I.

### DIED.

At Portland, Me., on July 25th, Mumford Thompson, of heart disease.

At Vernon River, on Wednesday, the 25th inst., Neil James in the 21st year of his age, beloved son of Neil and Margaret McLeod.

## S. PETER'S SCHOOLS

WILL RE-OPEN ON

Monday, 6th of September.

IN Boys' School there are three Departments. Subjects taught: Latin, Greek, German, French, Mathematics, History, Geography, Singing, and all ordinary English subjects.

There is a JUNIOR DEPARTMENT for Girls and younger Boys.  
For Terms, etc., apply to  
GEO. W. HODGSON,  
Aug. 21, '80—till date  
Grafton Street.

## APPLES. APPLES.

EX STEAMERS  
From Boston and Montreal,  
Constantly on Hand,

A. MACNEILL'S AUCTION ROOMS.

No. 11 Queen Street.

# PERKINS

AND

# STERNS,

QUEEN SQUARE.

We respectfully call the attention of our patrons, and the public generally, to our present large Stock of

Staple and Fancy

# DRY GOODS.

Millinery,

Fancy Goods,

Dress Goods.

# CLOTHS

—AND—

# TWEEDS.

Printed Cottons,

Grey Cottons,

White Cottons.

GALATIAS AND SHIRTINGS.

## COTTON WARP.

PRICES POPULAR AND QUALITY GOOD.

Give Us a Call and Save Money.

New Goods by Every Steamer.

# Perkins & Sterns.

July 26, 1880.

## P. E. Island Steam Nav. Co.



Steamers St. Lawrence and Princess of Wales.

## Summer Arrangement,

COMMENCING MONDAY, 21st JUNE, 1880.

### NOVA SCOTIA.

Leave Charlottetown for Pictou Landing every MONDAY, WEDNESDAY, THURSDAY and SATURDAY MORNINGS at 7.30, connecting there with the train for Halifax.

Returning to Charlottetown same days about 2 p. m., on arrival of train from Halifax.

### NEW BRUNSWICK, CANADA, AND THE UNITED STATES.

Leave Summerside EVERY DAY (Sundays excepted) on arrival of train from Charlottetown, connecting at Shediac with trains for each of the above-named places; and at St. John, with Steamers of the International Co. and Railway for Portland and Boston. Also leave Charlottetown for Summerside every MONDAY MORNING, about 3 o'clock.

Returning, leave Shediac EVERY DAY (Sunday excepted) on arrival of day train from St. John, for Summerside, connecting there with train for Charlottetown. Also, leave Summerside for Charlottetown every Saturday evening about 5 o'clock.

By order,  
F. W. HALES,  
Secretary.

Ch'town, June 19, 1880.



### LORNE HIGHLAND WHISKY.

ANALYTICAL SANITARY INSTITUTION,  
54, Holborn-viaduct, E. C., London, Aug. 18, 1879

REPORT on the LORNE HIGHLAND WHISKY:

"We have visited the bottling stores of Greenlees Brothers, and have selected from the vats, samples of their Lorne Highland Whisky, and have subjected them to careful examination and analysis. The samples were very fragrant, mellow, and of pleasant flavor, and possessed all the characteristics of pure and well-matured Scotch Whisky of the first quality.

"ARTHUR HILL, HASSALL, M. D.  
"OTTO HEINER, F. C. S., F. I. C."

Agents:

MESSRS. OWEN CONNOLLY & CO.,  
Charlottetown, P. E. I.

Feb. 24, 1880

GOLD MEDAL, PARIS, 1875.

JOSEPH GILLOTT'S  
STEEL PENS.  
BY ALL DEALERS THROUGHOUT THE WORLD.

### TRUTHS.

## HOP BITTERS,

(A Medicine, not a Drink.)

CONTAINS

HOPS, BUCHU, MANDRAKE,  
DANDELION,

AND THE PUREST AND BEST MEDICAL QUALITIES OF ALL OTHER BITTERS.

### THEY CURE

All Diseases of the Stomach, Bowels, Blood, Liver, Kidneys and Urinary Organs, Nervousness, Sleeplessness, Female Complaints and Brankness.

### \$1000 IN GOLD

Will be paid for a case they will not cure or help, or for anything impure or injurious found in them.

Ask your Druggists for Hop Bitters and free books, and try the Bitters before you sleep. Take no other.

The Hop Cough Cure and Pain Relief is the Cheapest, Surest and Best.

FOR SALE BY W. R. WATSON AND APOTHECARIES HALL.

[mar 5, '80]

## Lobster Cans.

THIRTY THOUSAND CANS, in cases, ready for immediate delivery. For sale by

HORACE HASZARD,  
Ch'town, Aug. 14, '80—1w cod

# Prince Edward Island RAILWAY.

TIME TABLE NO. 14.

## Summer Arrangement.

To take effect on the 24th May, 1880.

### TRAINS GOING WEST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Georgetown.	Dp 7.20 am	Dp 3.25 pm	
Cardigan.	" 7.40 "	" 3.54 "	
Mt Stew't.	Ar 8.40 "	Ar 5.20 "	
Souris.	Dp 6.30 am	Dp 2.30 pm	
Harmony.	" 6.48 "	" 2.53 "	
St Peter's.	" 7.45 "	" 4.09 "	
Morell.	" 8.08 "	" 4.40 "	
Mt Stew't.	" 8.40 "	Ar 5.20 "	
Mt Stew't.	Dp 8.50 am	Dp 5.30 pm	
Royalty Jc.	" 9.45 "	" 6.48 "	
Ch'town.	Ar 10.04 "	Ar 7.10 "	
Ch'town.	Dp 6.30 am	Dp 9.25 am	Dp 4.50 pm
Royalty Jc.	" 6.46 "	" 9.56 "	" 5.13 "
N Wiltah'e.	" 7.24 "	" 10.49 "	" 6.06 "
Hunter R'r.	" 7.36 "	" 11.04 "	" 6.23 "
Bradalbe.	" 8.05 "	" 11.45 "	" 7.00 "
Co'ty Line.	" 8.12 "	" 11.54 "	" 7.11 "
Kenaing'tn.	" 8.40 "	" 12.30 pm	" 7.50 "
Summ'side.	Ar 9.05 "	Ar 1.05 "	Ar 8.25 "
Wellingt'n.	Dp 9.15 "	Dp 2.30 "	
Port Hill.	" 10.23 "	" 4.07 "	
O'Leary.	" 11.20 "	" 5.29 "	
Alberton.	" 12.05 pm	" 6.33 "	
Tignish.	Ar 12.45 "	Ar 7.30 "	

### TRAINS GOING EAST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Tignish.	Dp 1.45 pm	Dp 6.45 am	
Alberton.	" 2.25 "	Ar 7.45 "	
Port Hill.	" 3.10 "	" 8.00 "	
O'Leary.	" 3.10 "	" 9.05 "	
Wellingt'n.	" 4.39 "	" 10.23 "	
Summ'side.	Ar 5.15 "	Ar 12.00 m	
Dp 6.00 "	Dp 1.05 pm	Dp 6.40 am	
Kensing'tn.	" 6.25 "	" 1.40 "	" 7.16 "
Co'ty Line.	" 6.54 "	" 2.19 "	" 7.54 "
Bradalbe.	" 7.00 "	" 2.29 "	" 8.05 "
Hunter R'r.	" 7.28 "	" 3.07 "	" 8.46 "
N Wiltah'e.	" 7.43 "	" 3.24 "	" 9.04 "
Royalty Jc.	" 8.19 "	Ar 4.15 "	" 9.56 "
Ch'town.	Ar 8.35 "	Ar 4.38 "	Ar 10.16 am
Ch'town.	Dp 4.00 pm	Dp 7.00 am	
Royalty Jc.	" 4.18 "	" 7.22 "	
Mt Stew't.	Ar 5.20 "	Ar 8.40 "	
Mt Stew't.	Dp 5.25 pm	Dp 8.50 am	
Morell.	" 5.57 "	" 9.30 "	
St Peter's.	" 6.20 "	" 10.01 "	
Harmony.	" 7.17 "	" 11.17 "	
Souris.	Ar 7.35 "	Ar 11.40 "	
Mt Stew't.	Dp 5.35 pm	Dp 8.55 am	
Cardigan.	" 6.35 "	" 10.21 "	
Georgetown.	Ar 6.55 "	Ar 10.50 "	

N. B.—The Express Train from Souris and Georgetown connects at Royalty Junction with the Mixed Train from Charlottetown for the West, in the morning; and the Mixed Train from the West connects at Royalty Junction with the Express Train from Charlottetown for Georgetown and Souris, in the afternoon.

### ALEX. MACNAB,

Supt. and Engineer.  
Railway Office, Charlottetown, May 20, 1880.  
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## NEW GOODS

"CROWN GROCERY,"  
NEXT DOOR TO W. A. BROWN & CO.

The undersigned has much pleasure in informing their friends, and the public generally, that they have completed their Stock of

### Choice Family Supplies,

and would ask all in search of Fresh Goods to give them a call.

### ROBERTSON & CAMERON.

May 31, 1880.—3m cod & wkly

## E. G. HUNTER,

Manufacturer & Dealer in

### MONUMENTS

Tablets, Headstones, &c.,

in variety, at LOWEST PRICES. BEST STOCK. Superior Workmanship.

SATISFACTION GUARANTEED TO PATRONS

N. B.—Farm Produce taken at market rates, in payment, during shipping season.

Kent Street, Charlottetown, P. E. I.  
Please call and examine Designs & Prices.  
Mar. 20, 1880.—w d—tu sa 6m

### Valuable Property for Sale.

TO BE SOLD, all that part of Town Lot No. 74, in the first hundred of Town Lots in Charlottetown; having a front of 67 feet, Dorchester Street, and running back 80 feet, together with the buildings thereon erected. For further particulars apply to Messrs. HODGSON & McLEOD Charlottetown. Sept. 18, 1879.

### Hides, Calfskins & Sheepskins.

The Subscriber will pay the highest Cash price for the above.

ROBERT BRIDGES.

April 29, '80—oaw wkly, ar pat