

It is reported that Sir Richard Cartwright and M. C. Cameron, M. P., have been exploring nearly the whole of Southern Manitoba. It is said that their object is the purchase of land.

The Customs receipts at St. John during August, were \$25,528.22, in excess of those of the same month last year. The excise receipts for August, show an increase this year of \$1,415.29. The trade of St. John is evidently not declining.

We are told that "The Hudson Cotton Company of Montreal expect their mammoth eight hundred horse-power engine from England this week. Looms and Spinning machinery are being put up. It is said that when the whole building is running, which will be about November, one thousand men will be employed." More ruination!

The *Moncton Times* remarks that "the *Charlottetown Patriot* is very angry at the Government because of the Royal Commission appointed to inquire into the expenditure of some \$15,000,000 on the Canada Pacific. Why should the *Patriot* be angry? Surely it cannot have a suspicion that the developments will be damaging to its party or the party's late leader?"

COUNCILLOR MORRIS deserves credit for having again brought the "Water Question" before the civic mind. If the Winter River Scheme is to be abandoned before Mr. Murdoch's report is even received, we must look about us for some other source of supply; and the nearer that source is to the city the better. The water question is one which must be solved; and in our opinion the sooner we set seriously about the work the better. The exhibitions we have lately had of quelling fire with teacups and buckets, the great cost of obtaining pure water by the bucketful, the difficulty of securing cleanliness, so necessary to health and comfort, the high rates of insurance we are paying—all these things combine to force the Water Question upon the consideration of citizens.

The exports of the Dominion for July were:

Produce of the mine,	\$ 189,332
Produce of the fisheries,	919,699
Produce of the forest,	4,072,172
Animals and their products,	2,745,169
Agricultural produce,	1,782,104
Manufactures,	231,579
Miscellaneous,	64,074
Total,	\$10,604,179
Coin and bullion,	3,000
Grand total,	\$10,607,179

of which \$3,876,299 was the produce of Canada. For the corresponding month last year the exports were \$8,112,351. So that in July of this year the increased value of exports is \$1,894,828. 'Tis thus that the National Policy is ruining the export trade.

Sensitive Railway Metals.

The *London Graphic* received by last mail contains the following paragraph:—

"The accidental displacement of rails is known to be a fruitful source of railway disaster. The rains and floods of winter usually occasion the mischief, but it seems that the "iron horse" has an even more insidious enemy than accumulated storm-water to threaten it and to imperil its swift career. The danger in question is one, moreover, that those who can restrict their railway travelling to serene summer time, is not exempt from. One day last week an excursion train was jogging on its peaceful way on the Caledonian Railway at the rate, fortunately, of not more than fifteen miles an hour, when on approaching Auchincraith the engine suddenly left the metals, sliding down an embankment about ten feet deep and lay on its side, dragging with it a composite carriage and part of the next one, the remainder keeping their position on the line. The driver and stoker were badly scalded, and several persons more or less shaken, but no lives were lost. Investigation into the cause of the accident showed that the rails, which were of steel, and of the heaviest kind made, had "bulged" owing to the heat of the sun, and further examination disclosed the startling fact that at a point only forty yards distant from the first disturbance, and on the down line the rails were bulged eight inches from their original position, carrying the sleepers with them. The bent rails were preserved for the Government inspector, who will, no doubt, give the matter the attention it deserves, especially as regards the quality of the metal of which the rails are composed. There are all manner of new and improved processes for the manufacture of railway running gear, and it may possibly be found that some sorts of steel are more sensitive to solar heat than others. Anyhow, it is to be hoped that the eccentric behaviour of the metals at Auchincraith is capable of explanation. Just at this time of the year when pleasure trains are most crowded, and the sun's rays are fiercest, it would be awkward were it admitted that under certain peculiar atmospheric conditions the rigidity even of steel rails could not be guaranteed, nor the imperturbability of sleepers depended on."

EVERY lover of music should get a copy of the new and beautiful song, also waltzes, the "Blue Alsatian Mountains"—at Fletcher's Music Store. a25 3i eod

The "Patriot" and the Railway Accident.

A FEW POINTS.

OUR sweet contemporary is resorting to the tricks of an attorney who knows he has taken in hand a bad case. He abuses the EXAMINER. The EXAMINER's course, he says, is "unprincipled and stupid"; the EXAMINER is "heartless," etc., etc. From this ebullition we infer that the *Patriot* is perfectly aware that the extreme position he has taken, with reference to the late lamentable railway accident and Mr. MacNab, is untenable and unsupported by public opinion.

When the road was being built, the *Patriot* contended that it would be unfit for passenger traffic—so sharp were the curvatures and so steep the gradients. The percentage of accidents has, however, been small in comparison with those of other railways; and six and a half years passed away before a single passenger was injured! But it must not be forgotten that while yet all the sleepers were sound beyond a doubt, and while Mr. McKechnie, in whom the *Patriot* always expressed the most unbounded confidence, was yet superintendent of the road, trains left the track and the cars were as much or more injured than they were in the disaster of the 25th ult. And if similar accidents occurred when the roadbed was perfectly sound, is it not fair to assume that the late accident was not caused by rotten sleepers?

When the *Patriot* would have the public believe that the conductors, drivers, brakemen, and all other train hands engaged on the railway are so sordid that they would rather imperil their lives, every day and hour, than—for fear of losing their situations—complain that the road is in a dangerous state, it is not at all wonderful that he scribbles not to say that the deliberate statements of the roadmasters and the section men are false. It is not, however, likely that men who have always been considered thoroughly reliable, men who were appointed when the late Government was in power and who have been retained all these years because of their efficiency and general good conduct, would blast their established reputations by putting their names to statements which they knew could be disproved.

But however this may be, it is a fact that during the last fourteen months nearly as many new sleepers were put into the road-bed as were put in during the thirty-four months immediately preceding! About fifty-two thousand (52,000) new sleepers have been put in since Mr. MacNab took charge of the road. During a period, immediately preceding, double as long as that in which Mr. MacNab has held office, about fifty-five thousand (55,000) sleepers were put in. The truth of Mr. Houle's statement that "the same number of men have been employed all along on this and other sections as were employed formerly, and no reduction in the staff of track repairers has been made," is also capable of verification.

A well-informed gentleman, who is perhaps more interested than most men in the community (from the fact that he travels more) told the writer yesterday that the railway track between Charlottetown and Summerside, at least, "is in excellent condition."

In one of the articles which adorn this morning's *Patriot*, it is said that "The sleepers are apparently rotten as tinder throughout the line, the rails are of the poorest description, and the whole concern is trumpery." If this were so, how would it be possible for the railway to carry trains?

City Council.

A special meeting of the City Council was held last evening. Present—His Worship the Mayor, Councillors Ings, Beer, Lawson, Davy, Smith, Byrne and Morris.

As eight Councillors were not present, nothing could be done about the proposed horse and carriage bye-law.

WATER WORKS.

Councillor Morris moved and Councillor Byrne seconded the following resolution:—

Resolved, that a competent Engineer be procured to make a survey and estimate of the probable cost of putting down a pipe to convey water from the spring at Spring Park to a certain point in Queen Street, say McEachern's Corner.

The resolution was carried, and a committee, consisting of Councillors Morris, Lawson and Ings, was appointed to carry it out.

THE MARKET MOUSE.

Councillor Smith asked for information as to the painting of the Market House.

Councillor Lawson replied that the contract to give the Market House two coats of paint had been let to Mr. David Pethune for \$245—the work to be commenced at the beginning of next week.

FINANCIAL.

Councillor Beer said \$25,000 were wanted in order that the City Council might fulfil its engagements this year. But \$9,860 had, so far, been paid in; and \$15,139 yet remained to be paid. Councillor Beer advised the issue of a "notice to rate-payers," and stringent measures if it were not attended to.

MICHAEL DALEY.

Councillor Byrne moved that payment of the taxes of M. Daley be not enforced because he is a poor man and only occupied the house for which he was taxed during three weeks of the year for which the tax was levied. On the other hand it was urged that the tax was due at the time it was demanded, and if Mr. Daley's request were granted, many other citizens in similar positions would ask and be entitled to similar favors.—Motion lost.

RENTS OF MARKET STALLS, ETC.

Councillor Ings moved for a return of all amounts overdue for rents of market stalls and cellars.—Carried.

ON DUTY, OR NOT ON DUTY?

Councillor Beer asked whether or not it was

true, as stated, that on the night of the fire the police station was locked, and there was no policeman on hand to ring the fire bell.

Councillor Smith said the police are sleeping all the time. How then can it be possible that they were on hand, on the night of the fire. There are three sergeants to look after four men. A pretty state of affairs certainly.

Councillor Lawson said he had been informed, and had no reason to doubt the truth of the information, that on the night of the fire, Sergeant McGregor was standing on McLeod's corner, when the alarm was given, and immediately ran to ring the bell.

Councillor Beer asked if it were usual to leave the station locked?

The Mayor replied that he had been informed that on this occasion one of the men who should have been on duty was sick, the others were out about the town, and consequently only one man was left to take care of the station.

THE SALVAGE CORPS.

Councillor Beer asked whose duty it is to take care of the salvage waggon—which after the fire had been left on the square.

The Mayor.—There is no salvage company. They have disbanded.

WHY DO THEY SHIRK?

Councillor Byrne remarked severely upon the absence of certain Councillors, on every occasion on which the Horse and Carriage Bye-Law was to be brought up.

Councillor Ings said that if the bye-law is not passed the city will be \$2,500 deeper in debt at the end of the year, or the money will have to be made up in some other way, that is all.

Council adjourned.

DIED.

This morning, 2nd inst., of consumption, in the 26th year of her age, Eliza J. P., third daughter of John Stumbles, Esq. She was a devoted follower of the Lord Jesus Christ, and possessed the ornaments of "a meek and quiet spirit, which in the sight of God is of great price." [Funeral at 2 o'clock p. m., on Saturday, the 4th, by train at 3 o'clock to the cemetery.]

BARLEY.

I am instructed by Wm. Murphy, Esq., to sell at Auction, on SATURDAY NEXT, 4th September, at 12 o'clock, at the field in the rear of the Kensington Brewery (on the Lower St. Peter's Road):—

THREE ACRES OF BARLEY, now standing and to be removed when fully ripe. WILLIAM DODD, Auctioneer. Sept. 2, 1880—2i.

ACADEMY OF MUSIC, (LATE ATHENEUM).

TO-NIGHT, A Bonnie Fish Wife. To-morrow Evening—East Lynne.

MATINEE Saturday Afternoon—"UNCLE TOM'S CABIN." Little Portia Albee as "Eva." Popular prices. sept1



From London Direct.

THE New Brig "MINNIE LOUISE," Hector Murchison, Commander, classed 9 years at English Lloyds, will be on the berth in London about 25th September, to receive Goods for

CHARLOTTETOWN, GEORGETOWN, SUMMERSIDE, SOURIS,

and all points on the Island, sailing about 5th OCTOBER. This will be the last Vessel of the Season from London for Charlottetown, and affords an opportunity to merchants to get winter goods direct.

For Freight apply to MESSRS. THOMAS & OXLEY, 12 Great Winchester Street, London, or to owners here,

LONGWORTH & CO.

Ch'town, Sept. 1, '80—2w 2iew.

FOR SALE.

A COMMODIOUS COTTAGE, containing Seven Rooms, situated in Upper Cumberland Street, occupied by the owner, who is about to leave the Island. Apply on the premises to sept1-6i pd JOHN FOSTER.

Mackerel Barrels.

2000 ASH HOOP MACKEREL BARRELS, for sale by HORACE HASZARD. Ch'town, Aug. 21, '80—1w

A NEW HORSE BOOK, FOR THIRTY-FIVE CENTS.

A Treatise on the Horse and his Diseases.

THIS BOOK contains more valuable information in a more practical form than Books costing \$5 and \$10. It has 65 fine Engravings, showing positions assumed by sick horses better than can be taught in any other way. Also a large collection of VALUABLE RECEIPTS. Sent by mail on receipt of price, 35 cents. Sold at the APOTHECARIES' HALL, Desbrisry's Corner, Queen Square. sept1-taw wky ex 1m

FLOUR.

350 Bbls SUPERIOR EXTRA, in Store, 450 do do do, to Arrive. aug30-4i eod CARVELL BROS.

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

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.

NOTICE.

THE FISH MARKET is now opened, and will be kept for the present in the NEW BUILDING in rear of the one destroyed by fire.

Ch'town, Sept. 1st—3i pat her arg 3i

CHALLENGE!

HAVING recently returned to the Island, I hereby challenge any Pedestrian in the Maritime Provinces for a GO-AS-YOU-PLEASE MATCH, for from 12 hours to 6 days, for any sum that may be hereafter agreed upon, to take place in Charlottetown. This challenge is open until the 14th inst.

EPH. CLOW. P. O. Address—Charlottetown or North Wiltshire. sept1

FALL, 1880.

Liverpool to Charlottetown.

THE WELL-KNOWN A1 CLIPPER SHIP

"MIDAS,"

Classed A 1 at Lloyds and Coppered, DANIEL A. McINNIS, COMMANDER.

NOW on the passage to LIVERPOOL, will take the berth there for this port direct, sailing about the

20th September,

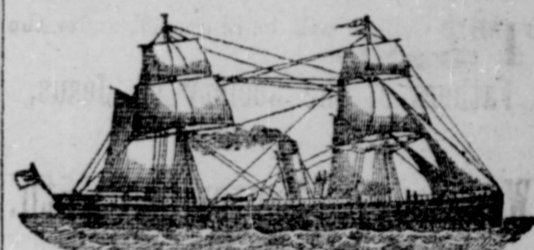
and will carry Goods for neighboring ports at through rates.

For Freight or Passage, having superior accommodation, apply in LIVERPOOL to R. M. C. STUMBLER, Esq., 69 South John Street, or here to the owner,

R. F. QUIRK.

Ch'town, 27th Aug., 1880.—2w

Ocean Steamship Co. OF PRINCE EDWARD ISLAND.



AUTUMN TRIP, 1880.

The First-Class Iron Screw Steamship

PRINCE EDWARD,

1364 Tons Register, Classed 100 A1, which is the highest class at Lloyds,

Robert Fraser, Commander,

Will be on the Berth at Liverpool to Receive Cargo about the 5th of September.

AND WILL SAIL FROM

Liverpool for Charlottetown

About the 20th September.

Carrying freight at through rates from London and Glasgow, deliverable at Charlottetown, Georgetown, Summerside, Alberton, Souris, Pictou and Shediac.

For Freight, apply in London to JOHN FITZMAIR & SONS, 16 Great Winchester Street; in Glasgow, to JAMES KELSO, 134 St. Vincent Street; in Liverpool to FITZMAIR BROTHERS, 51 South John Street, in Pictou, N. S., to NOONAN & DAVIES; or here, to

PEAKE BRO'S & CO.,

Ch'town, July 19, '80—oaw tf Managers.

DR. CANNING

DESIRES a limited number of Pupils to learn FRENCH. Also, DRAWING, CHIAROSCURO, and PAINTING IN WATER COLORS, from Nature.

ETCHING a Specialty. WINTER CLASSES NOW BEING FORMED.

For further information apply at his Residence, CORNER OF HILLSBOROUGH and BUSTON STREETS. Aug. 25, 1880—oaw wky tf

THE place to get your Printing done is at the EXAMINER PRINTING ROOMS.

Wants, Lost, Found, &c.

Advertisements under this heading, in space not exceeding half an inch, will be inserted for Ten Cents per day.

WANTED Immediately.—A First-Class Machinist, at BRUCE & MCKENZIE'S, sept1 72 Queen Street.

LOST.—A Front Door Key. The finder will greatly oblige by leaving it at the EXAMINER office. sept1

WANTED.—A Servant Girl, to do general housework in a small family. A good Cook preferred. Wages no object. Apply at this office. (sept 1 3i

TO LET.—A New House on Kent Street, nice locality. Possession at once. Rent moderate. Apply to JAMES BEALES. aug31

FOR SALE.—TWO PIANOS—one English Cottage, 6½ octaves, and one American Square Piano. [aug 17—3w 2aw

Wanted Immediately.—By the Managers of the Women's New Temperance Restaurant, corner Queen and Kent Streets, a few reliable permanent Boarders to enable them to meet expenses and advance the work generally. Apply to Mrs. D. McRAE, Fitzroy Street. [ju 31

WAGSTAFF'S HOTEL, Pownall Street, continues to receive transient and permanent Boarders. [j 11