

The Railway Accident.

"Everything comes to him who waits." After six years and a half, the first serious accident on our Railway has taken place; and, to judge from the tone of the article in last Saturday's Patriot, there has been at least one person anxiously expecting what, in the course of railway experience, must happen, sooner or later, upon the best equipped and most carefully managed line. The accident is, indeed, to be deeply regretted. Its consequences have been very grave to two of our most respected citizens. But it is reason for thankfulness that there have been no fatal results. Our contemporary would hardly seem to look at the matter in that way, but rather to rejoice in the opportunity for rousing political passion, instead of sympathy for the sufferers; and, in default of corpses, to attempt the murder of a reputation.

There can be no two opinions as to the duty of the Government to maintain the railway in thorough working order and rather to err on the side of safety than to consider economy which may, however remotely, imperil the lives or limbs of passengers. Such questions as these are beyond the sphere of politics; and if enquiry should show that an accident had been brought about by the deferring of repairs, or by unwillingness to incur expenditure, we should be among the first to remind the administration, that its first duty is the protection of citizens.

The evidence taken at the official enquiry is completely reassuring on this score. The track foremen and the section men, whose duty it is to inspect the whole line daily and to go over the track before the passage of the express train, testify that, at the place of the accident, the road-bed was in good condition, the surface even, the rails in line, and the sleepers sound. The state of the curve after the work that had been done upon it a few weeks previously was indeed so good as to become the subject of special remark by the trackmen. We have the evidence of Mr. Houle that a supply of new ties had been provided and that the defective ones in the track had been removed and replaced by sound ones. As the rotten condition of the sleepers is assigned by the Patriot as the cause of the accident, we would direct special attention to the evidence on this score. Our contemporary has made an examination of its own, the results of which would be sufficiently shocking if only they could be depended upon. The public we fancy will be inclined to put more faith in the sworn testimony of experts than in the too obviously distorted and warped conclusions of the Patriot. Any body who has ever seen a railway accident must have been struck by the enormous force of the displaced wheels, under which wood and iron are smashed to atoms. There is no fair inference at all to be drawn from as to the previous state of the track. In this instance witness after witness testifies that old and new sleepers slide were ground into splinters, and that their soundness or unsoundness could not possibly be pronounced upon in that condition. On the other hand, we have positive testimony that the track is most carefully attended to, and especially that new sleepers are not only provided but used.

As to the cause of the accident, it is difficult to speak. The evidence is plain and the various witnesses consistent in their accounts of the occurrence. The speed of the train was but slow; the load was light and well disposed; the usual precautions were taken. It is possible that on this occasion there happened just that little trifle which in the thousand and first case determines the happening of what has been impossible in the preceding thousand. What trifles the lives of travellers sometimes depend upon is known well to railway employes and those who have had the curiosity to look into the reasons of things but little, if at all, known to the public. In the present instance no one can give the exact cause. The concurrence of a sharp curve with heavy meeting gradients may have been the prime circumstance in a series leading to the throwing off of the flat car; the alignment was certainly unfavorable in this respect. But then again, as has already been stated, the usual precautions were taken, and there are many possible causes which have to be taken into account, such as the slipping of a bolt or the giving way of a defective casting under a sudden jolt. Under the circumstances the accident cannot but be classified under that heading of railway statistics which contains far more numerous instances than would be supposed, namely, "unaccounted for."

The responsibility for accidents must rest officially upon the superintendent of a line, and a heavy charge it is upon any man,

But to try and fix on a gentleman of Mr. McNab's professional standing and private character a criminal responsibility, is as absurd as the attempt is maliciously spiteful. The head of a large department has necessarily to hear and see through the ears and eyes of others, and to depend much on his subordinates' judgment. To hold Mr. McNab personally to blame is wicked and unfair. His reputation and experience are, moreover, such as to guarantee his exact comprehension and strict fulfilment of the trust to which the Patriot, for miserable party ends, would have the public believe him unfaithful. He may be quite assured that the confidence of the public once won, as it has been by him in his management of the Intercolonial and P. E. Island Railways, will not be alienated by any sensational efforts to create an injurious prejudice. The attack upon him is as unwarranted as it is cruel and cowardly. It would be well for the Patriot if it were as careful of the reputations of men—its own included—as it pretends to be of their lives. To destroy confidence in the administration and management of the railway, would be a serious and carefully-though-over task, if it ever unfortunately became necessary to publish such statements as those which the Patriot puts forward. To do so as a matter of opinion, without waiting for the facts, would be grossly culpable. Our readers can see for themselves from the result of the official enquiry, that the Patriot's assertions are categorically contradicted by the evidence. Putting the falsity of these assertions together with their lavish distribution, in various political connections, throughout our contemporary's columns, the public will readily understand that its safety is neither in danger nor the real object of the Patriot's solicitude.

West Toronto Election.

In West Toronto, the other day, Mr. Beatty polled within sixty-seven votes of the number polled by J. Beverly Robinson at the General Election. This fact proves that the Conservatives have not lost any material strength in West Toronto. But the Grit candidate polled a very much larger vote than in 1878. This is, perhaps, owing to the fact that Mr. Ryan is a stronger man than his predecessor, and that the religious cry was raised in his favor. It is stated too, that previous to the polling, \$20,000 of Grit money were distributed among the electors. Perhaps this had something to do with the increased vote.

Queen Square School.

THE King's County Advertiser points out that Queen Square School in this city has had a daily attendance of 211, while in East Kent Street School the daily average was at the same time 137; and declares that it is not fair that the supplements given the teachers of the former should be only \$492, while the supplements given the teachers of the West Kent School amounts to \$745. Supposing the Advertiser to be correct in its statistics, the Advertiser is right. No city school has improved more than Queen Square School, and no city school is doing more work among those children whom it is particularly the duty of the state to instruct.

HERE is a fact for men to wonder at and women to profit by:—"The Princess of Wales has not in eight years materially changed the style of wearing her hair."

ACADEMY OF MUSIC.—We must confess we were considerably disappointed at the meagre attendance of last evening. If this is the reward of perseverance the management must feel disgusted. The house itself is clean, light, airy and comfortable. The stage department is admirable in comparison with previous efforts in that direction. The scenery, painted by Mr. McDougal, is good. The lighting department, under the supervision of Mr. Millner, is novel as the footlights and headlights are not seen. The boxes look cheerful and elegant, and the company far above the average. All that lacked was the response of the public, who surely out of common gratitude for a stranger's endeavour to give them a decent place of amusement, should have packed the building. Of the piece itself we must speak briefly. Miss Violet Campbell made a decided hit as Martha Gibbs, Mr. Lewis was acceptable as Stephen Plum, and Mr. Walsh gave a finished portraiture of the polished villain, Mr. Blacklock was easy and Miss Dora St. Clair looked and acted charmingly. In the farce as in the drama, Harry Lindley convulsed the audience. The burlesque imitations by Miss Emory and himself were more than grotesque; they were the height of extravagant and the yells of laughter, accompanied their dance a *l'opera*. This evening is in aid of Ottawa team, when "Ours" will be played, and to-morrow evening, "Caste," which should draw a bumper house.

OUR citizens and all who know him will be glad to learn that there is a good prospect of the recovery of Mr. George McLeod without any serious disfigurement of his face.

WE DIRECT the special attention of our farmers and stock raisers to the advertisement of the Advisory Board, showing that the time for receiving entries for the Montreal Exhibition is extended to the 4th of September, and that articles will be received at the Secretary's office up to the 11th of September, and no later, as the Exhibition opens at Montreal on the 14th.

REMEMBER the Regatta to-morrow.

The City Council meets to-morrow evening.

"OURS" at the Academy of Music to-night in aid of the Ottawa team.

The races at Upton Park on the 9th of September, will be a great attraction.

WM. BAGNALL, Esq., exported to the United States to-day, twelve very superior carriage and draft horses.

We are glad to see that F. T. Newbery, Esq., has so far recovered from his severe sickness that he is able to attend to business.

A BOY, named William Gardiner, was run over by a runaway team at the corner of Great George and Water street, this afternoon and received very serious injuries.

The Pew in St. Paul's Church in this City known as the "Governor's Pew" was sold to-day at Auction by Mr. A. McNeill Auctioneer, His Honor Judge Alley, being the purchaser at the sum of \$103.00.

The statement of the Patriot that the burned house lately occupied by Mr. Tice belonged to F. L. Haszard, Esq., is incorrect. Mr. Tice was himself owner of both the house and stable; and is a loser by the fire to the extent of about \$700.

BRIG. Lionel O'Connell, with a cargo of 240 boxes preserved lobsters, shipped by John Hughes, 13 boxes corned beef, shipped by Geo. Davies & Co., and 9500 pes. deals and ends, containing 249,000 feet superficial measurement, shipped by Peake Bros. & Co., sailed for Liverpool, G. B., on the 31st inst.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

TORONTO, Aug. 31.

Moderate winds and fine weather.

HOTEL ARRIVALS.

RANKIN HOUSE.

Aug. 30.—Wm P. Nickerson, Boston, Paul Askensy, do; John F. Priest, do; L. W. Bury, Montreal; Chas DeBorey, St. John; P. McFarlane, Fredericton; Allen Finlayson, Vernon River Bridge; D. A. Force, Crapaud; G. W. Budd, do; S. E. Fuller, Summerside; J. Watts, Hamilton, Ont; J. B. McDonald, Portland; D. G. Bruce, Picton.

BEVERLY HOUSE.

Aug. 30.—J. P. Allworth, Montreal; James Barclay and wife, Guelph, Ont; David Hinton, do; Miss Hinton, do; H. J. Polkee, do; J. Humphreys, Peticodiac, N. B.; Jos. R. McDonald, Georgetown; Wm Richards, Bideford.

OSBORNE HOUSE.

Aug. 30.—J. M. Foster, Richibucto; Geo. Forbes, Vernon River; Frederick Bole, New London, N. Y.; B. C. Perry, Summerside; D. McLaine, Halifax; William Clark, Smith's Falls, Ont; John McEachern, Millview; Mrs. Peter Gunn, Summerside.

SEASIDE HOTEL, RUSTICO BEACH.

Aug. 26.—Benjamin Hooper, Charlottetown; Mrs. B. Hooper, do; Alex. Horne and wife, do. Aug. 27.—W. H. Haszard, Malpeque; Lieut. Governor Laird, Battleford, N. W. Territory; Mrs. D. Laird, do; James Laird, New Glasgow; Mrs. James Laird, do; Rev. K. McLennan, Ch'town; Miss McLennan, do; W. M. Stanley, do. Aug. 28.—E. W. Dawson, Ch'town; Miss Gates, do; James McLeod, M. D., do; Dr. Gallant, do; Mrs. J. W. McDonel, Boston; Mrs. C. G. McDonald, do; Martha L. Finlay, Ch'town; Miss Davis, do; Horace Haszard, do. A. A. McLean, do; Miss McLeod, do; Miss Yee, do; Loman Yee, do; G. H. Morton, Gloucester, Mass; F. G. Wanson, do. Aug. 29.—Dr. Bagnell, Ch'town.

AUCTION.

Tea, Sugar, Soap, Brooms, Soda, Pipes, etc.

THE SUBSCRIBER will sell at his Ware-rooms, on THURSDAY, the 2nd day of September next, at the hour of Eleven o'clock in the forenoon, to close sundry consignments:

- 20 half chests TEA,
75 boxes SOAP, assorted,
20 do STARCH,
10 do Corn Starch,
20 do Black Lead,
5 casks Washing Soda,
20 doz Brooms, assorted,
40 boxes Pipes (T D and Woodstocks),
50 do Cornucopia Soap,
1 hoghead Sugar,
5 barrels do,
3 bags Salt,
1 barrel Dried Apples,
450 Grain Bags, 3 bushels,
1 piece Plush,
1 Safe,
1 Double Barrel, Breech-Loading, Central-Fire Fowling Piece.

B. WILSON HIGGS, Auctioneer.

Ch'town, Aug. 30, 1880.

FALL, 1880.

Liverpool to Charlottetown.

THE WELL-KNOWN A 1 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

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.

THE RIFLE!

GRAND BENEFIT

—TO THE—

Ottawa Rifle Team,

—AT THE—

ACADEMY OF MUSIC,

(Late Athenaeum).

UNDER the Patronage of His Honor Lieut. Governor Haviland, Honorable Colonel Grey, D. A. G., and the Militia Officers, on

Tuesday Evening, 31st Inst.,

when Tom Robinson's splendid Military Play of

"OURS,"

will be acted by MR. HARRY LINDLEY'S COMPANY, concluding with MUSICAL SELECTIONS by the Quintette Club, and a few choice Songs by Prof. Caven and L. J. Williams. The Fine Band of the 82nd Battalion will take part in the performance.

To-morrow Evening the Comedy success of the Century "CASTLE."

Tickets at W. R. Watson's and the Apothecaries' Hall. Plan of Seats at the Academy. Reserve 50 cents; Parquette 35 cents; Gallery 25 cents. Doors open at 7.30. Performance to commence at 8 o'clock. 21 aug 30

Charlottetown Regatta,

1st SEPTEMBER, 1880.

PROGRAMME:

1st.—SAILING BOATS, first class, 20 feet 1 and upwards. First prize, \$40; second prize, \$20. Entrance \$4. Third boat to save entrance should five boats be entered.

2nd.—SAILING BOATS, second class boats under 20 feet. First prize, \$20; second prize, \$12. Entrance fee \$2. Third boat to save her entrance should five boats enter.

3rd.—MEN'S FOUR-OARED LAP-STREAK BOATS. First prize, \$40; second prize, \$20. Entrance fee \$4. Third boat to save entrance fee should five boats enter.

4th.—TWO-OARED RACE, for Boys under 18 years of age. Boats not longer than 18 feet. First prize, \$8; second prize, \$4. Entrance fee \$1.

5th.—SINGLE SCULLS. First prize, \$15; second prize, \$8; Entrance fee \$1.50.

6th.—FOUR-OARED LAP-STREAK BOATS, for Boys under 18 years of age. First prize, \$10; second prize, \$5. Entrance fee \$1.

7th.—CANOE RACE, two paddlers. First prize, \$5; second prize, \$2.50; third prize, \$1.

8th.—TUB RACE. First prize, \$5; second prize, \$2.50. Entrance fee, \$2.50.

9th.—SWIMMING RACE, in Clothes. First prize, \$5; second prize, \$2.50. Entrance free.

SPORTS.—Greasy Pole, for \$3. Duck Hunt, for \$5.

All entries to be made to the Secretary, Mr. Artemus Lord, at the Rankin House, not later than 8 o'clock on Tuesday evening, the 31st inst.

All Boats engaged in the Sailing Matches must carry their distinguishing flag at the mast head.

A GRAND STAND will be erected on Pownal Wharf. GALBRAITH'S BRASS BAND will be in attendance.

The P. E. I. Railway will issue Return Tickets at single fares on day of Regatta, good to return on day following.

ARTEMUS LORD, Secretary.

REGATTA EXCURSION.

THE FERRY STEAMER will leave POWNAL WHARF about 15 minutes after the starting of the YACHT RACE, and accompany the Boats out and in, carrying Passengers desirous of witnessing the Race throughout. Tickets 25 cents. ang 30

Mackerel Barrels.

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

Wants, Lost, Found, &c.

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

TO LET.—A New House on Kent Street, nice locality. Possession at once. Rent moderate. Apply to ang 31 JAMES BEALES.

FOUND.—To-day, on Pownal Street, Charlottetown, a Purse containing a small sum of money. Apply at the EXAMINER Office. [3i aug 28

FOR SALE.—TWO PIANOS—one English Cottage, 64 octaves, and one American Square Piano. [3w 2aw—ang 17

WANTED.—A Girl to do General Housework. Apply at this office. ang 16

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

TO LET.—That new three story House on Grafton Street, opposite the Athenaeum, containing six large rooms. Possession given 1st July. Rent moderate. Apply on the premises. [j 17, 2aw tf

TO LET.—The House and Shop on Kent Street, lately occupied by W. J. McIntyre. Apply to ang 25—3i e o d LEMUEL WRIGHT.