

The City Council Board, is perhaps, the last place at which citizens are prepared to tolerate the presence of intoxicated, or even semi-intoxicated men; and the spiritual state of Councillor Koughan, at the City Council meeting held last evening, will, therefore, be a proper subject for the serious consideration of the electors of Ward 2.

We omitted mention of one incident in the visit of the Governor General which is worthy of note. His Excellency was waited upon by a deputation headed by the Hon. Joseph Pope, who thus addressed him: May it Please your Excellency:

The Honorable the Chief Justice, His Worship the Mayor of the City of Charlottetown, and myself, have been appointed by a numerous and influential meeting of the inhabitants of Charlottetown and vicinity to wait upon your Excellency and respectfully to request that you would be pleased to honor them by accepting an invitation to an excursion, by steamer on the Hillsborough, and a Picnic at the West River, thus affording the inhabitants an opportunity during your Excellency's informal and unexpected visit, of manifesting their loyalty to her most Gracious Majesty's Representative, and the high respect which they entertain for your Excellency personally.

We, however, have just learned with much regret, by a verbal message from your Excellency, through the Minister of Marine, that your previous arrangements will not admit of your remaining here after Monday morning.

His Excellency having expressed his deep regret at the unavoidable disappointment, and having thanked the deputation, was pleased to add that he trusted on some future occasion when accompanied by Her Royal Highness the Princess, they would have an opportunity of accepting the kind hospitality of the loyal inhabitants of Charlottetown in any way best calculated to afford them the gratification desired, which would, he felt assured, be a source of much pleasure to themselves.

Referring to Sir John McDonald's interview with the Manchester men, the *St. John Sun* says:—

"We should suppose that the report of this interview is in the main correct, and certainly Sir John A. Macdonald's attitude towards the Manchester men places him before the world, and especially before Canadians, in a remarkably favorable light. When Mr. Mackenzie went to England, while his public addresses contained much that was interesting, there was about them a something which seemed to indicate that the free trade party had bagged a Canadian Premier, body and bones. He did not seem to represent Canadian opinion on commercial and fiscal matters as stoutly as he might have done. In fact, he committed himself to the keeping of Cobden Clubs and never afterwards seemed to rid himself of his self-imposed chains. With Sir John A. Macdonald the case is quite different. There is in his remarks to the Manchester men a sturdy independence of feeling and thought altogether worthy of a Canadian Premier, the representative of several millions of Canadians. The views he enunciated in Opposition, and to which he gave practical effect when he came to the Government, are the views which he maintained before the cotton lords of Manchester. He gave those gentlemen to understand that there were other places in the world besides Manchester, that there were other interests worth consulting than Manchester interests; that the interests of Canada were foremost in his thoughts; and that he dare avow and defend before the whole world the policy which, while providing an ample revenue for the purposes of government, gives at the same time full protection to all Canadian industries."

The Railway "Barometer."

(Moncton Times).

The receipts of the Intercolonial for the month of—

July, 1880, were.....\$145,514 made up of: Passengers and mails, \$64,430 freight, \$81,084.

The total receipts in—

July, 1879, were.....\$107,873

The increase is therefore for the month of

July, 1880.....\$37,641

Increase for the seven months ended

July, 1880.....\$267,300

Or over a Quarter of a Million of Dollars.

With the first seven months as a guide we have evidence that the increase on the receipts of the I. C. R. for the FIRST CLEAR YEAR under the N. P. will be nearly a Quarter of a Million!

This fact, taken in connection with the fact that the deficit of over a half million last year has been reduced to a fraction under \$100,000, is something of which the Government should be proud.

The French Government is felicitating itself on the satisfactory position of France—with the Republic consolidated, the country generally is prosperous, the people contented, the army more powerful than ever, and a good understanding prevailing with foreign powers. May the situation long remain unchanged, except for the better. The world is the better for a happy, peaceful, progressive France.

At a late banquet in London, Sir Garnet Wolseley referred to the Burrows disaster and to the destruction in it of 400 British soldiers of the 60th Regiment. He attributed the calamity to incompetency somewhere, but he added it must be a source of gratification and satisfaction to every officer in the army that when the soldiers of 60th died every officer died with them. The alleged deterioration of the army was an unjust charge.

SERIOUS RAILWAY ACCIDENT

THEO. STEWART AND GEORGE MACLEOD, ESQ'S., BADLY INJURED—OTHER PASSENGERS SUFFER INJURIES LESS SEVERE—CARS WRECKED.

The P. E. Island Railway has been remarkably free from accidents. Till yesterday, no passenger had ever been seriously hurt on any train. But last 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 ——— 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 this morning.

THE INJURED PASSENGERS.

The writer visited Mr. Stewart at the Hospital this forenoon. 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 his great age. Mr. Stewart is, we are informed, eighty-two; but, still, till yesterday, 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. Last 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 House last 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 reported 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 widespread, 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.

School and College AUTHORIZED TEXT BOOKS.

PUPILS OF THE Prince of Wales College And other Schools are invited to examine our STOCK OF TEXT BOOKS, AS ENUMERATED BELOW.

WE HAVE NOW ON HAND the Largest Stock of BOOKS on the Island, and are selling, Wholesale and Retail, cheaper than any House in the Trade.

- ROYAL READERS,
- CURRIE'S GRAMMARS,
- Collins' and Campbell's GEOGRAPHIES,
- Smith's, Kirkland & Scott's, and Greenleaf's ARITHMETICS,
- Chambers' GEOMETRY, Plain and Solid,
- " MATHEMATICS,
- Colenso's ALGEBRA,
- " Geometrical Exercises,
- Manning's SPELLER,
- Collier's British History,
- Harper's History of Maritime Provinces,
- Smith's History of Greece,
- Brooke's English Literature, Milton,
- White's Latin Dictionary,
- Smith's " "
- Bryce's 1st and 2nd Latin Readers,
- Arnold's Latin Prose Composition,
- Horace, Herodotus, Livy, &c., &c.,
- Surenne's French Dictionary,
- Fasquell's " Course,
- Hall's " " "
- Brachet's " Grammar,
- Charles XII.,
- Telemagne,
- Hacrett's French Classics,
- Bryce's 1st Greek Reader,
- " 2nd " " "
- Arnold's " Prose Composition,
- Liddell & Scott's Greek-English Lexicon,
- Xenophon Anabasis,
- Greek Rudiments,
- and all other School Requisites, at the lowest possible prices.

The balance of our Stock of School Books, &c., will arrive in a few days.

BREMER BROS. 44 QUEEN STREET. pat 1w—aug 26

WHITE OATS WANTED.

A Few Thousand Bushels HEAVY WHITE OATS, for an early shipment. Apply to HORACE HASZARD, Queen Street, Ch town, 24th Aug. 1880. 2i e o d pat 2i

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,

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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.

Apples, Furniture, Safe.

I WILL SELL TO-MORROW, FRIDAY, in front of the Queen Street Auction Rooms, at 2 o'clock:—

- 25 Barrels AMERICAN APPLES (in prime order),
- HOUSEHOLD FURNITURE, in Bedsteads, Tables, Bedroom Sets, Chairs, &c.
- Fire Proof Safe.
- 1 Tilton & McFarland FIRE PROOF SAFE.

Aug. 26, 1880. W. D. STEWART, Auctioneer.

Lumber! Lumber!

I WILL SELL AT AUCTION, TO-MORROW, FRIDAY, the 27th inst., at 6 o'clock, on Pownall Wharf:—

- 15,000 Feet PINE BOARDS,
- 5,000 " HEMLOCK,
- 5,000 " 2 in. PINE (good quality),
- 5,000 " 1 1/2 in. "

Aug. 26, 1880. W. D. STEWART, Auctioneer.

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 EUSTON STREETS.

Aug. 25, 1880—oaw wky 4f

ACADEMY OF MUSIC,

(LATE ATHENEUM).

FRIDAY EVENING—"ALL THAT GLITTERS."

SATURDAY—"CASTLE."

MONDAY—"DORA."

TUESDAY—"OURS."

WEDNESDAY—"EAST LYNN."

Tickets and Seats secured for any Evening at Box Office. Limited number of Season Tickets for sale. aug 25

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, Grafton Street.

Aug. 21, '80—till date

BARRELS BAIT AND SALT, QUEEN'S WHARF.

- 500 BAGS SALT,
- 200 Barrels Herring and Mackerel BAIT,
- 300 MACKEREL BARRELS,
- 100 barrels FAT HERRING,
- 50 half-barrels HAKE,
- 100 Quintals CODFISH and HAKE.

aug 17 D. SMALL.

MACKEREL BARRELS.

Two Thousand Five Hundred

FOR SALE LOW.

WRIGHT & MACGOWAN, QUEEN'S WHARF.

Charlottetown, 24th Aug., 1880. 1w dy

Wants, Lost, Found, &c.

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

STRAYED.—There is on the premises of Archibald McPhee, Gallas Point, since 1st July, a Red and White COW, which the owner can have by proving property and paying expenses. [p 2i aug 26]

WANTED.—A Girl to do general housework in a small family. Apply at this office. [2i thur sat pd—aug 26]

WANTED to Purchase, a HOUSE in a central locality. Address, "THE EXAMINER Office." pd 2i tues sat aug 24

LOST.—A pair of Spectacles, probably on Rochford Street. The finder will be rewarded by leaving them at this office. [au 23, 3i pd]

BOARDERS.—A few Boarders can be accommodated, at reasonable rates, by applying to Mrs. R. T. ROPER, Upper Great George Street, in front of Mr. Large's factory. [au 20, 4i pd]

FOR SALE.—TWO PIANOS—one English Cottage, 61 octaves, and one American Square Piano. [3w 2aw—aug 17]

WANTED.—A Girl to do General Housework. Apply at this office. aug 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]

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