

**The Railway Accident.**

BEFORE the discussion to which the recent lamentable accident has given rise is concluded, we desire to call the attention of the railway authorities to a few suggestions, which, if adopted, will, we think, tend to the improvement of the road and the safety of trains. The notable failure of the *Patriot* to do (as it should be done) the important duty it owes to the public, seems to render true criticism the more necessary. It is a curious and remarkable fact that though the *Patriot* attacked Mr. MacNab with the ferocity of a Bashi Bazoak, though it fell upon all the rotten sleepers that could be found with the wild vehemence of an untamed Zulu, though it raised a howl about the statement of Mr. Houle and his trackmen to which "the wolf's long howl on Onalaska's shore" wasn't a circumstance, the public mind refused to get excited even to the degree the occasion demanded; and the traffic of the road was never better than it is at the present time. This result shows the utter valuelessness of vituperation, when it is so violent as to be shocking to common sense. In the remarks which we have to make we shall, at all events, be careful to be reasonable.

And first we have to say—that which indeed, we said at the beginning of the discussion—that we hold the Dominion Government bound to maintain the Island railway in first-class order. Should it be urged that the Superintendent shirked his duty; or, merely to save money, permitted the railway to run down—still, we say, the Government is responsible, if, after the fact is proven, they retain such a Superintendent in office. But if the official statements in this case are worth anything, at the particular point at which the late accident occurred, the road-bed was in good order; and, if the assurance of a man holding the position of Mr. Macnab is worthy of credence, the road, as a whole, has not been permitted to become dangerous. That it is not, at all events, so bad as the *Patriot* and some other prints assert, is clearly proven from the fact that trains pass safely over it every day. But there should be no doubt whatever about the matter. The unofficial mind is perhaps unduly exercised at the presence of a rotten sleeper here and there; but the people should be fully satisfied that everything which can be done, is constantly being done to ensure their safety in the trains. On a crooked road, such as ours, the strain upon the rails must be greater than upon straighter roads; and, therefore, especially at the curves, the utmost care should be taken that the sleepers are sound and the road-bed well ballasted.

To this end, it is undoubtedly necessary that the trackmasters should have all their subordinates under perfect control. The men responsible to the Superintendent for the condition of the road should have full power to hire, discharge, and command the men who will best suit their purpose. We are informed that this is not the case—that certain politicians of the particular party which happens to be in power, have the nomination of the section men, who are appointed, not by the trackmasters, but by the Superintendent. As petty office seeking politicians are usually among the laziest and most careless of men, it is evident that this system should, in the interests of the road and the public, be abolished, and the trackmasters given the selection and control of their men, without regard to politics, or politicians.

On a narrow-gauge, crooked railway such as ours, it is clear that the cars should be coupled together in such a way that the trains may move with as little sway as possible. This seems to be a very important point. It was noticed that the wrecked train swayed a great deal; and one of the most plausible theories as to the cause of the disaster is that the cars had too much play, and that, in going round the sharp curve, one of them, jumped and mounted the rail. Had they, instead of being merely linked together, been closely coupled with the most improved coupling apparatus, it is probable that the accident would not have happened. We hope no time will be lost in furnishing the P. E. Island Railway with the best car couplers that can be obtained.

Then, why should not the passenger cars be fitted up with Millers' patent platform, and the patent air brake? These improvements are found on other railways; why not on the P. E. Island Railway also?

The primary cause of the late accident was undoubtedly the sharp curve at the foot of two gradients. Admitting for the nonce, that the sleepers were rotten and the rails spread, or supposing that one of the cars left the rails because the

train was not properly coupled, or accepting any other theory of the cause of the disaster, still it is evident that if the curve had not been there the accident would not have taken place. Need we enlarge upon the necessity of either straightening the road at this point or being more than usually careful whenever, in future, a train is passing over it?

A more liberal policy with respect to the railway and the employes would be advisable. It is said that about \$50,000 was saved on the railway last year. In our opinion the amount was too large. The influence upon "the Castle of Indolence" of our contemporary the *Herald*, has been too great. The policy of reduction has been over-done. Railway employes are idle no longer. It is a shame that men holding such important positions in the railway offices as Messrs. Hughes Sharp and others, and section foremen—men upon whose care, skill and watchfulness the lives of passengers depend—should be kept upon starvation allowances. We look for an improvement in this respect.

THE deposits at the Savings Bank continue to be in excess of the withdrawals. The following is a summary statement of the business done during July and August: Deposits from 1st July to 31st

August.....	\$77,408 00
Withdrawals same period.....	69,177 09
Deposits in excess of withdrawals.....	\$ 8,220 91
Re invested in 5 per cent. stock.....	19,500 00
Total.....	\$27,720 91

ACCORDING to statistics kindly furnished by Mr. Lydiard, the value of products of the Island exported during July and August, was \$296,460.

**Correspondence.**

*We do not hold ourselves responsible for the statements or opinions of our correspondents*

**The Railway Disaster.**

To the Editor of the Examiner.

SIR,—As the Superintendent of the Railway appears to have authorized you to reply to certain queries propounded by an "Enquirer" in your issue of yesterday, perhaps Mr. Macnab will authorize you to let the public into the secret of the sleepers destroyed by the Railway disaster being burned before the investigation took place. Who authorized the burning? and why the necessity for such haste to get them out of the way? "Fairplay," in the *Patriot* of Saturday last very properly called attention to this subject, and as this whole question is above and beyond the region of party politics, the Public, before whom the investigation was held, is entitled to the information, and also to have answered other statements made by "Fairplay."

Mr. Macnab should be dealt justly by, but in a matter of this kind, which involves the lives of the people who use the Railway, he should be frank and candid.

Yours respectfully,  
ANOTHER ENQUIRER.  
Ch'town, Sept. 7, 1880.

**Special Notices.**

"OLD GOLD" will be for sale in 10 days at Apothecaries Hall Co. [sep 7 3i]  
SNUFF of all kinds at Rubin & Hart's.  
SMOKE La Acacia cigars at 25 cents each, or 5 for \$1.00 from Rubin & Hart's.  
A FEW cheese left will be cleared out at 12 cents per lb., at the Family Grocery.—R. K. BRACE.—aug. 7.  
FLOUR—200 bbls. White Buns, and 100 bbls. Otter Creek, just received at BEER & GOFF'S. [j23]  
A New Importation of choice Havana Cigars from 1880 crop, at Rubin & Hart's.  
CHEW Mayflower Solace and Globe fine cut chewing tobacco, from Rubin & Hart's.

**HOTEL ARRIVALS.**

**RANKIN HOUSE.**  
Sept. 6.—Allen Finlayson, Vernon River Bridge; P T Perrott, Toronto; T S Simms, St John, N B; James S Frost, River John, N S; Geo McFarlane, New Glasgow, N S; T G McDonald, Pictou, N S.  
**REVERE HOUSE.**  
Sept. 4.—A Ashwood, London, England; W Frazer Rae, do; J W Hill, Ship Harbor; Wm Mitchell, Brockville, Ont; Geo. Weldel-land, Summerside. Sept. 6.—J L Ernest, Bonnard de Cret, Louanne, Switzerland; W Colin Cerruthers, Kingston, Ont; B R Newbery, City; H O Baine, Halifax N S; A V Bradley, Ottawa;  
**OSBORNE HOUSE.**  
Sept 6.—John A McLaine, St Peter's; Duncan McDonald, Montague; Malcolm Matheson, Bradalbane; Tyhia Melanson, Egmont Bay; John O Arsenal, M P P, do; James Barclay, Ellerslie; W H Fyfe, Kensington; Capt McArthur, Summerside; Nathan Eisner, Halifax; Allan McDonald, Souris; H L McDonald, Cardigan; T M Munroe, St John; Frederick Bole, New London.  
**WAGSTAFF'S HOTEL.**  
Sept. 6.—Eneas Macdonald, Morar, Scotland; R Macdonald, do; Miss Blank, Summerside; Archibald A Macdonald, Georgetown; Austin Macdonald, Montague; Hon J S. Carvell, New York.  
**ROCKLIN HOUSE.**  
Sept. 8.—Er. McIntyre, Sohris; John D Robertson, Bear River; Angus Robertson, do; John Bagnall, Hazle Grove; Hon John Lefurgy, Summerside; Fred Hooper, Morell; John Hughes, do; Mrs Hughes and two children, Portland Me; Oates Levy, Windsor, N S.  
A London despatch of the 2nd instant states that Professor Toussand claims a discovery by which animals can be successfully inoculated against pleuro-pneumonia and other diseases.

**Apples! Apples!**  
Confectionery, Raisins, &c.

I WILL SELL AT AUCTION, at my Sale Room, Queen Square, TO-MORROW, WEDNESDAY, 8th inst., at 11 o'clock,—  
30 bbls. American Apples,  
75 boxes Confectionery,  
50 boxes Raisins (Layer),  
20 doz 2-hoop Pails,  
20 caddies Tea.  
WILLIAM DODD,  
Auctioneer.  
Sept. 7, 1880.

**"OLD GOLD!"**

WILL BE  
FOR SALE IN 10 DAYS,  
—AT THE—  
Apothecaries Hall Co.,  
Charlottetown, P. E. I.  
Sept 7, 1880—2i

**ACADEMY OF MUSIC,**  
(LATE ATHENEUM).  
**TO-NIGHT,**  
**BY DESIRE,**  
**EAST LYNNE!**

TO-MORROW EVENING, "DORA," by Tennyson.  
Tickets 25, 35 and 50 cents.  
Book your seats at Academy. [sep 7

**RACING!**

Upton Driving Park,  
THURSDAY, SEPT. 9, 1880.

1st RACE.—A Trot for Stallions which have never beaten 2.40. Purse of \$150. 1st \$90, 2nd \$45, 3rd \$15.  
2nd RACE.—A Sweepstake Trot for Horses that have never beaten 3 minutes. Entrance \$10.  
3rd RACE.—A Trot free for all. Purse of \$100. 1st \$60, 2nd \$30, 3rd \$10.  
4th RACE.—A Sweepstake Trot for Horses that have never beaten 2.50. Entrance \$10.  
The Trotting to be mile heats, best three in five, to harness, under the rules of the National Association.  
No entry will be noticed, unless accompanied with the money—10 per cent. of purse—excepting in cases of entry made by telegram, which if followed by money next mail will be received.  
In all races five horses must enter, and three start.  
Entries will close at 6 o'clock, p. m., on the 7th day of September next, at A. N. Large's, Charlottetown. Parties will be notified by telegram if Races fail to fill.  
Admission—Ladies free; Gentlemen 25 cts. N. B.—No intoxicating liquors allowed on or about the grounds. Any person found selling will be prosecuted.  
P. S. BROWN,  
Secretary.  
Ch'town, Sept. 7, '80—2i

**THE FRANKLIN HOUSE**

WILL CLOSE for Transient Boarders on the 10th inst. After that date the Proprietor is prepared to treat with a few parties desiring permanent Board for the autumn or winter at reduced rates.

H. COOMBS,  
Sept. 7, '80—3i eod Upper Gt. George St.

**To EPH. CLOW, North Wiltshire.**

SIR,—As you will not consent to walk J. S. Leggett a square heel-and-toe walk, I will match an Unknown from New Brunswick, for a three day's race, 12 hours per day, go-as-you-please, for the sum of \$100 a side—two thirds of the gate money to go to the winner. Man and money to be found at my store, Queen Street. This challenge open until the 10th.

HARRY S. HART.  
P. S.—This race to take place in Charlottetown or Summerside, as may be agreed upon. [sep 7 li

**MORTGAGE SALE.**

TO be sold by PUBLIC AUCTION, at the Court House, in Charlottetown, Queen's County, on WEDNESDAY, the Sixth day of October, A. D. 1880, at the hour of 12 o'clock, noon, under and by virtue of a power of sale contained in an indenture of mortgage, bearing date the 7th of December, 1876, and made between Donald McLeod of the one part and Daniel Hodgson of the other part, and assigned to the undersigned by indenture bearing date the Eighth day of December, 1876:—

ALL that tract, piece and parcel of Land, Hereditaments and Premises, situate, lying, and being on Lot or Township Number Sixty-Four, bounded as follows, that is to say:—Commencing at the south-east angle of land in the possession of Joseph Bears; thence north to the division line of townships numbers sixty and sixty-two; thence east seven chains and ten and a half links to land in possession of Charles Stuart; thence south to Belle Creek; thence west along the said Belle Creek to the place of commencement, containing 91 acres, a little more or less, together with the appurtenances.  
For further particulars apply to Messrs. HODGSON & McLEOD, Solicitors, Charlottetown.  
JOHN BRECKEN,  
FREDERICK DE ST. CROIX BRECKEN,  
ROBERT ROBINSON HODGSON,  
Assignees of Mortgagee.  
[sep 7 oaw till sale tu]

**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.

**LUMBER.**  
Spruce Boards, Scantling, Deals and Laths.  
I WILL sell at AUCTION, on Lord's Wharf, TO-MORROW (TUESDAY) evening, 7th inst., at 6 o'clock,—  
25,000 feet Spruce Boards,  
10,000 feet Scantling (assorted sizes),  
10,000 feet Refuse Deals and Ends,  
100,000 Laths,  
Ex schooners "Claymore" and "Florence C."  
WILLIAM DODD,  
Auctioneer.  
Sept. 6, 1880.

**THE MENDELSSOHN Quintette Club**  
OF BOSTON,  
—WILL GIVE A—

**CONCERT**  
—IN THE—  
**ACADEMY OF MUSIC,**  
—ON—  
Thursday Evening, Sept. 16.

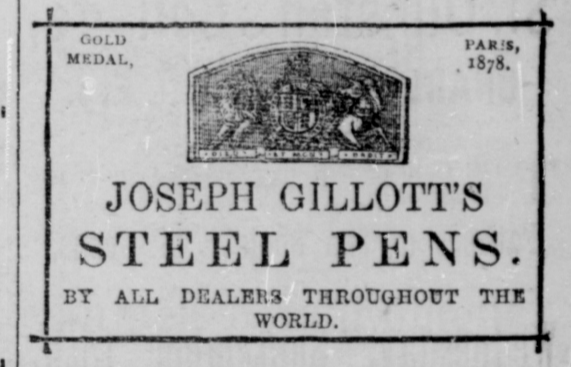
They will be accompanied by the distinguished Vocalist,  
**MISS ELLA LEWIS.**  
sept 4  
BENJ. F. GRAFTON, STORY B. LADD,  
HALBERT E. PAINE,  
Late Commissioner of Patents.

**PATENTS.**  
PAINE, GRAFTON & LADD,  
Attorneys-at-Law and Solicitors of American and Foreign Patents,  
412 FIFTH STREET, WASHINGTON, D. C.  
Practice patent law in all its branches in the Patent Office, and in the Supreme and Circuit Courts of the United States. Pamphlets sent free on receipt of stamp for postage. sept 4

**FOR SALE.**  
THE HOUSE AND LAND at Spring Park, now occupied by the Subscriber. Will be sold on easy terms. Apply to PETER HALLORAN, or to the owner.  
sept 1—1w ROBERT WHITE.

**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  
sept 1—6i pd JOHN FOSTER.

**MUSIC AND SINGING.**  
ON and after AUGUST 1st, Mrs. JAMES BROWN will give instruction in Music and Singing at her residence, King Square. Terms on application.  
Ch'town, July 29, 1880—3m 3taw tu th s



**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 good servant Girl, for general housework. Apply to Mrs. JOHN H. NORTON, Bayfield St., or at this office. [sep 7 pd

**LOST**—Between the Franklin House and J. J. Heartz's corner, 1 black Shawl. The finder will be rewarded by leaving it at H. COOMBS' store. [sep 7 li

**WANTED**—On 1st October, a good plain Cook. None need apply unless filled the same office before.—C. LEIGH, Water Street. [sep 7

**TO LET.**—Two Shops on Queen Square, next to John Newson's. Apply to JOHN MORRIS. [sept 1

**LOST.**—A Front Door Key. The finder will greatly oblige by leaving it at the EXAMINER office. [sept 1

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

**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.** Pownal Street, continues to receive transient and permanent Boarders. [j 11