

Only.

Only a girl on roller skates.
 Only a female during The Fates.
 Only a step on to the floor.
 Ther, only a mishap, nothing more.

Only a man, on the backward glide,
 Hands outstretched, and feet spread wide;
 Only a shower of bright auburn hair;
 Only a scream, then a dull thud,
 Only a scream, that astonishes the Dado.

Only a meeting of two in the air,
 Only a shower of bright auburn hair:
 Then she sat on him by the long ton,
 As man never since was sat upon.

Only a flat, (she called him so),
 Only a flat would descend so low;
 Only a flat with, extended arms,
 Would hopelessly wreck a bundle of charms.

Only a word, as he rose to his feet,
 "I was all his panache form could repeat";
 Only a word, as he picked up his hat,
 Only a word, and that word was, FLAT.

A Boy's Presence of Mind.

THE PLUCK AND COOLNESS OF A NEWS-BOY AND HOW HE SAVED MANY LIVES.

In conversation with a prominent physician the other day the subject of railroad accidents and escapes came up. "One of the most remarkable instances of presence of mind of which I have ever heard," said he, "was related to me by Colonel John D. Wickliffe, not long ago. It was on the Louisville and Nashville Railroad, near the Muldraugh's Hill tunnel. At that time the science of running trains was in a very elementary state. The practice was to run them all one way at a time. In the morning the trains would be started from Nashville to Louisville and in the evening they would be run back. They were preceded by another train and at a distance of about a mile a third one followed. They pulled out from the depot at a late hour and made as good time as possible when fairly on the road. Everything went smoothly enough till the tunnel was reached, when the first train was halted by a signal just before entering. Upon investigation it was found that a freight train had broken down in the passage. "Every one who has been over the road knows how steep is the grade of Muldraugh's Hill. To climb it the engineers put on every ounce of steam and take off the brakes till the friction is reduced to a minimum. The summit is but a short distance from the tunnel and a deep curve in the track hides an approaching train till within a few hundred yards. Up this incline, but hidden by the curve, was heard the puffing of the third train. The ponderous engine was laboring gallantly and drawing the long string of cars behind her as easily as a trotter the light sulky of his driver. The summit was reached and with a wild shriek of delight, the train sprang around the first curve and darted upon the restle-work. The momentum gained in the upward struggle carried it across with race-horse speed and the track quivered and stretched beneath its eager tread. The cold night air vibrated with the puffing of the engine and the hills echoed and re-echoed the shrieks of the whistle. The train was not two minutes' distance from the second section when first heard. The horror-stricken passengers in front were caught in a trap. The rear train had been totally forgotten and it was now bearing down upon them, bringing death and torture nearer and nearer.

"At that awful moment a newsboy, with a great bundle of papers, dashed like mad through the car to the rear. The men yielded an instant passage and he was but a moment in reaching the rear platform. How he managed it no one knew, but he had whipped out a match and had a bundle of papers in flames just as the headlight of the advancing engine appeared around the curve. His entire stock flamed up, and he waved and shouted, his face and form lit up as perhaps was Casabianca's on that fatal day at Trafalgar. The engineer saw him just in time. He reversed his engine and put on brakes so rapidly that his train simply bumped against the one in front. The pluck and presence of mind of the boy had saved scores of lives.

"About five minutes after the passengers realized that they were saved, a collection was taken up among the officers and the newsboy was made richer by \$500. I wish that I could recall his name, but it is doubtful if it will ever be known.—Louisville Courier-Journal.

Choice of Occupation.

Parents often complain that their sons have been to school all their lives, have no choice of occupation, or that they choose to be accountants or clerks, instead of manufacturers or mechanics. These complaints are invariably unreasonable; for how can one choose at all or wisely when he knows so little?

I confidently believe that the development of the manual elements in school will prevent those serious errors in the choice of a vocation which too often wreck the fondest hopes. It is not assumed that every boy who enters a manual training school is to be a mechanic; his training leaves him free. No pupils were ever more unprejudiced, better prepared to look below the surface, less the victims of a false gentility. Some find that they have no taste for manual arts, and will turn into other paths—law, medicine, or literature. Great facility in the acquisition and the use of language is often accompanied by a lack of either mechanical interests

or power. When such a bias is discovered the lad should unquestionably be sent to his grammar and dictionary rather than to the laboratory or draughting room. On the other hand, decided aptitude for handicraft is not unfrequently coupled with a strong aversion to and unfitness for abstracts and theoretical investigations. There can be no doubt that, in such cases, more time should be spent in the shop, and less in the lecture and recitation room. Some who develop both natural skill and strong intellectual powers will push on through the polytechnic school into professional life, as engineers and scientists. Others will find their greatest usefulness, as well as highest happiness, in the positions into which they will readily step when they leave school. All will gain intellectually by their experience in contact with things. The grand result will be an increasing interest in manufacturing pursuits, more intelligent mechanics, more successful manufacturers, better lawyers, more skillful physicians, and more useful citizens.

Special Notices.

ANY quantity of odds and ends that we will retail at half price before stock taking. Call at once at NORTON BROS. feb18

Dr DYE's Electro-Voltaic Belt for sale at the Apothecaries' Hall, Desbrisay's Corner. feb18—dy 21 wy 11.

SIX, eight and ten inch Sand Blast Mill Fuses, Powder and Shot, Blasting Powder and Fuse, at NORTON BROS. feb18

A FEW dozen fresh eggs at R. K. Brace's for 18 cents per dozen; also choice flour cheap for cash only. feb18

TWO THOUSAND DOLLARS in Marlin and pure Manilla in stock. Also, 100 boxes 1 1/2 in. Clinch Nails, 100 kegs 1 1/2 in. Steel Nails for Lobster Traps, at the City Hardware Store.—NORTON BROS. feb18

We are offering a splendid lot of Overcoatings at cost. W. & A. Brown & Co. feb16

We begin to take stock on the 15th of March, and Carriage Builders, Lobster Packers, Blacksmiths and Country Merchants will all get a large special discount for orders received before that date.—NORTON BROS. feb18

INDIA TEA, superior merit, for sale at Beer & Goff's.

The balance of our Fur Caps selling at cost. W. & A. Brown & Co. feb16

DANUBE, a very high patent flour at Beer & Goff's. Jan. 31.

We are offering special discounts on Men's Underclothing. W. & A. Brown & Co. feb16

The celebrated Hub Dressing or Polish for Ladies' and Gents' Fine Boots.—DORSEY, GOFF & Co. Jan17

DANUBE, Choicest Pastry and Bread Flour at Beer & Goff's. feb3

ICE CREEPERS.—Save your life by buying a pair at once.—DORSEY, GOFF & Co. Jan17

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SNOW SHOE MOCCASINS for \$1.00, Rubbers and Overshoes cheap, at DORSEY, GOFF & Co's. Jan17

DORSEY, GOFF & Co sell Boots very cheap. Jan17

THERE are just two things that is an impossibility to do on P. E. Island, and that is to stop people from drinking brandy, and to carry a piece of fine Machinery to Brown's that he cannot mend or make new, such as Sewing Machines, Guns, etc. Shop on the corner of Prince and Grafton Streets, Ch'town. dec6—tf.

FIFTEEN barrels Fox Berries at Beer & Goff's (feb 3

FAIRBANKS' SCALES repaired at Brown's, at the Athenaeum Ch'town. tf—dec6

LOTS of Boys' Fur Caps, cheap, at L. E. Prowse's. (dec 20

KENT MILLS and Matchless at Beer & Goff's. Jan. 31.

GOLD and Silver Plating of every description done at Brown's, at the Athenaeum, Charlottetown. tf

GREAT BARGAINS in Boots and Shoes during the Holidays at Macdonald's Boot Store. dec20

ROYAL BAKING POWDER at Beer & Goff's. dec29

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 200 Tons ACADIA NUT,
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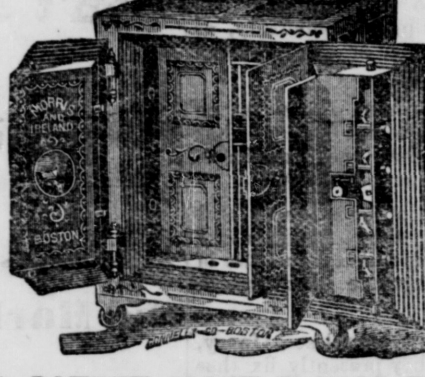
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THE only Eight-Flange Safe in the world, and containing more improvements than ANY SAFE made, such as:
 1st. THE PATENT INSIDE BOLT WORK, which is placing the bolt work with the whole of the filling (six inches) between it and the outside, that is, as far from the fire and thief as it can be.
 2nd. THE PATENT HINGED CAP—the back plate of the door being on hinges, enabling the owner, by turning a thumbscrew, to have easy access to the lock and bolt-work. He can thus easily change the lock, clean, oil, and keep the bolt-work in good order.
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ON AND AFTER MONDAY, DECEMBER 8th, 1884, Trains will run daily as follows (Sunday's excepted):—

| TRAINS DEPART.—FOR THE WEST | | | TRAINS ARRIVE.—FROM THE WEST. | | |
|-----------------------------|---------------|------------|-------------------------------|---------------|-------------|
| STATIONS. | No. 1, No. 3. | | STATIONS. | No. 2, No. 4. | |
| Charlottetown | A. M. 7.15 | P. M. 2.15 | Charlottetown | P. M. 4.45 | A. M. 10.15 |
| Royalty Junction | 7.38 | 2.38 | Royalty Junction | 4.22 | 9.52 |
| North Wiltshire | 8.20 | 3.20 | North Wiltshire | 3.30 | 9.00 |
| Hunter River | 8.45 | 3.45 | Hunter River | 2.15 | 8.45 |
| Bradshaw | 9.23 | 4.23 | Bradshaw | 2.40 | 8.08 |
| County Line | 9.58 | 4.58 | County Line | 2.30 | 7.58 |
| Freetown | 10.45 | 5.45 | Freetown | 2.18 | 7.43 |
| Kensington | 10.10 | 5.10 | Kensington | 1.50 | 7.30 |
| Summerside | 10.45 | 5.45 | Summerside | 1.15 | 6.45 |
| Misouche | 1.22 | | Misouche | 11.07 | |
| Wellington | 1.50 | | Wellington | 10.30 | |
| Port Hill | 2.35 | | Port Hill | 9.35 | |
| O'Leary | 3.55 | | O'Leary | 8.15 | |
| Bloomfield | 4.20 | | Bloomfield | 7.49 | |
| Alberton | 5.00 | | Alberton | 7.10 | |
| Tignish | 6.00 | | Tignish | 6.10 | |

| TRAINS DEPART.—FOR THE EAST. | | | TRAINS ARRIVE.—FROM THE EAST. | | |
|------------------------------|---------------|--|-------------------------------|---------------|------------|
| STATIONS. | No. 5, No. 7. | | STATIONS. | No. 6, No. 8. | |
| Charlottetown | P. M. 2.30 | | Charlottetown | A. M. 11.30 | |
| Royalty Junction | 2.53 | | Royalty Junction | 10.07 | |
| Bedford | 3.30 | | Bedford | 9.30 | |
| Mount Stewart | 5.30 | | Mount Stewart | 8.55 | |
| Cardigan | 5.30 | | Cardigan | 7.25 | |
| Georgetown | 5.55 | | Georgetown | 7.00 | |
| Mount Stewart | P. M. 4.10 | | Mount Stewart | dp | A. M. 8.55 |
| Morrell | 4.50 | | Morrell | 11.10 | 8.10 |
| St. Peter's | 5.21 | | St. Peter's | 11.20 | 7.50 |
| Bear River | 6.10 | | Bear River | 11.00 | 6.50 |
| Souris | 6.55 | | Souris | 10.40 | 6.06 |

Trains are run by Eastern Standard Time.

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 R. PALMER & CO., PROPRIETORS.

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 - One E Flat Pocket Cornet, Silver Plated, Piston Valve,
 - Four B Flat Brass Cornets, Rotary Side Action,
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 - One B Flat Baritone, do do do
 - One E Flat Circular Bass, do do do
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GOLD MEDAL-PARIS 1876

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