

Labour in Harvest Time.

In harvest time, as every one of common sense and intelligence knows, it is absolutely necessary to "push" a little; the weather is the main-spring, by it the work proceeds. Should rain threaten and the farmer's grain be ready to house all hands work with might and main, else perhaps the farmer's losses will be heavy, and the produce of a year ruined. In speaking of what "men were expected to do ten years ago," "Labourer" omits to mention that at the present time farmers pay their men three times the wages they paid them then, besides having much more machinery to save work, and many more conveniences and comforts. Having to pay such high wages, the farmer necessarily cannot afford to keep many men, and sometimes the grain is wasted for want of efficient help, as "some men" are so careful of themselves that no matter how much depends upon energy and promptness they will not exert themselves.

As a general rule the farm laborer gets good board, and plenty of it; his clothes are inexpensive, and at the present rate of wages, if he is careful, industrious and saving, he has as good a chance as anyone else to succeed in life. The usual hour for getting up in the morning is five o'clock in summer, breakfast at six; if no luncheon is sent out to the field the men are called in to dinner at eleven or half-past; and during harvest, if hurried, they rest no longer than is absolutely necessary. Tea is sent out early if the men are a long distance from the house, and in the evening a supper is prepared for those who wish it. Some men will not eat at night. During winter the days are shorter, and no man is expected to work after dark. In ploughing season, from about seven a. m. to six p. m. is the usual time, and I think when men can retire at eight or nine o'clock to sleep they can surely rise at five a. m. Farming is a noble occupation, but the one great drawback to it in this country is the scarcity of labor and the exorbitant wages demanded, making farming a toil to the farmer and his family, not to the hired men. They have the best of it, and it is a noticeable fact that those who are the laziest, and the most insolent, are frequently those who leave the "Old Country" and come here with false expectations. They are slow moving, they only want to do certain things, and they find fault with things that a Canadian would not notice, simply because it is unavoidable. "Labourer" made a wonderful discovery in "a few days," viz., "That thousands are cursing agricultural pursuits" and seeking employment where they will get more recreation. No intelligent person in this country will listen to such a statement for it is a well-known fact that on "agricultural pursuits" the prosperity of the country depends. And there is no man happier on the face of the earth than the wealthy, intelligent farmer. As I said before, the great drawback is the inefficient help. I would not wonder to hear "thousands" of farmers cursing that, for certainly it is very exasperating.

Matthew Arnold and the "Pail Mail Gazette" on Education.

Matthew Arnold, in his Rede lecture on "Literature and Science," declared that he meant by knowledge of the best that has been thought and said in the world, a true and thorough knowledge of which language and books are only the instruments; and for such knowledge, whether physical or not, he claims the title of science. "All learning is scientific which is systematically laid out and followed up to its original sources, and a genuine humanism is scientific." More particularly, the knowledge of Greek and Roman antiquity does not mean simply an acquaintance with Greek and Latin books, but "knowing the Greeks and Romans, and their life and genius, what they were and did in the world; what we got from them, and what is its value." And so likewise as to modern nations and their literature. The *Pail Mail Gazette*, in commenting on Mr. Arnold's lecture, says:—"Our classical school routine, the vulgarized residue of the great movement of the Renaissance, has erred precisely in this—that instead of making humanists of English youth, it made them indifferent specialists in a rather narrow field of scholarship, and contemptuous not only of science, but of all the humanities themselves outside that field. A certain number of them had a genius for scholarship, and became brilliant specialists (though much more ignorant of other things than they need have been), but at the expense of those who had it not. Precisely the same thing happened at a more advanced stage in the Cambridge mathematical training. In the race for honors, mathematics were carried, by men who had no intention of becoming specialists, far beyond the point where mental discipline ends and specialism begins. And it behooves the advocates of the natural sciences to be careful that in their zeal for reform they do not merely substitute one kind of unintelligent routine for another. It is certainly better to have a sound knowledge of elementary physics than to make bad Latin verses, and, as only a small number of people will, under ordinary circumstances, ever make good Latin verses this amounts to saying that our boys' and girls' time will on the average be not so well spent in trying to make Latin verses as in learning the elements of physics. But this assumes the teaching of physics to be, so far as it goes, sound and thorough. A smattering of half-understood scientific facts and

formulas learned out of books is, we think, in no way more respectable or valuable, than the present average schoolboy's Latin and Greek. And we think, from what is already known by the experience of teachers, that there is real danger of such smattering being the first and largest product of wholesale attempts to teach natural science to young people of average capacity."

Horsford's Acid Phosphate
IN NERVOUS DEBILITY.
DR. EDWIN F. VOSE, Portland, Me., says: "I have prescribed it for many of the various forms of nervous debility, and it has never failed to do good." [Sept 7, cod wky.]

Prince Edward Island RAILWAY.

TIME TABLE NO. 18.
SUMMER ARRANGEMENT.
to take effect on the 5th June, 1882.

TRAINS OUTWARD.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town	Dp 6.45am	Dp 9.20am	Dp 4.20pm
Royalty Jc	" 7.00 "	" 9.40 "	" 4.40 "
N Wiltse's	" 7.35 "	" 10.02 "	" 5.28 "
Hunter R'r	" 7.45 "	" 11.10 "	" 5.42 "
Bradalba's	" 8.09 "	" 11.50 "	" 6.17 "
Co'ty Line	" 8.16 "	" 12.00 "	Ar 6.25 "
Freetown	" 8.26 "	" 12.15pm	Dp 6.30 "
Kensington	" 8.40 "	" 12.44 "	" 7.05 "
Summ'side	Ar 9.05 "	Ar 1.15 "	" 7.40 "
Wellington	" 10.00 "	" 2.49 "	
Port Hill	" 10.27 "	" 3.30 "	
O'Leary	" 11.20 "	" 4.58 "	
Bloomfield	" 11.34 "	" 5.25 "	
Alberton	" 12.05pm	Ar 6.05 "	
Tignish	Ar 12.40 "	Ar 7.20 "	
Ch'town	Dp 4.00pm	Dp 7.00am	
Royalty Jc	" 4.15 "	" 7.23 "	
York	" 4.27 "	" 7.40 "	
Bedford	" 4.40 "	" 8.01 "	
Mt. Stew't	Ar 5.05 "	Ar 8.40 "	
Morell	" 5.43 "	" 9.45 "	
St. Peter's	" 6.44 "	" 10.18 "	
Bear River	" 6.38 "	" 11.10 "	
Souris	Ar 7.10 "	Ar 12.00 "	
Mt. Stew't	Dp 5.15pm	Dp 9.10am	
Cardigan	" 6.10 "	" 10.35 "	
Georgetown	Ar 6.30 "	Ar 11.00 "	

TRAINS INWARD.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Ch'town	Ar 8.00pm	Ar 3.50pm	Ar 10.20am
Royalty Jc	Dp 7.45 "	Dp 3.25 "	Dp 10.02 "
N Wiltse's	" 7.11 "	" 2.29 "	" 9.15 "
Hunter R'r	" 7.00 "	" 2.11 "	" 9.00 "
Bradalba's	" 6.36 "	" 1.30 "	" 8.25 "
Co'ty Line	" 6.30 "	" 1.20 "	Ar 8.16 "
Freetown	" 6.19 "	" 1.05 "	Dp 7.55 "
Kensington	" 6.04 "	" 12.40 "	" 7.35 "
Summ'side	" 5.40 "	" 12.00 "	" 7.00 "
Wellington	Ar 5.20 "	Ar 11.30am	
Port Hill	Dp 4.46 "	Dp 10.35 "	
O'Leary	" 4.17 "	" 9.43 "	
Bloomfield	" 3.23 "	" 8.18 "	
Alberton	" 3.06 "	" 7.50 "	
Tignish	" 2.40 "	" 7.10 "	
Ch'town	Ar 10.00am	Ar 7.00pm	
Royalty Jc	Dp 9.45 "	Dp 6.37 "	
York	" 9.34 "	" 6.20 "	
Bedford	" 9.20 "	" 6.00 "	
Mt. Stew't	Ar 8.55 "	Ar 5.20 "	
Morell	Dp 8.17 "	Dp 4.15 "	
St. Peter's	" 7.55 "	" 3.42 "	
Bear River	" 7.23 "	" 2.50 "	
Souris	" 6.50 "	" 2.00 "	
Mt. Stew't	Dp 8.45am	Dp 4.50pm	
Cardigan	" 7.50 "	" 3.25 "	
Georgetown	" 7.30 "	" 3.00 "	

L. B. ARCHIBALD,
Superintendent
Railway Office, Charlottetown, May 31, 1882
wky, pres ne sj po kca 6i

GOLD MEDAL, PARIS, 1878.
JOSEPH GILLOTT'S STEEL PENS.
BY ALL DEALERS THROUGHOUT THE WORLD.



LORNE HIGHLAND WHISKY
AN ANALYTICAL SANITARY INSTITUTION
54, Holborn-viaduct, E. C., London, Aug. 8, '79
Report on the LORNE HIGHLAND WHISKY:
"We have visited the bottling stores of Greenlees Brothers, and have selected from the vats, samples of their Lorne Highland Whisky, and have subjected them to careful examination and analysis. The samples were very fragrant, mellow, and of pleasant flavor, and possessed all the characteristics of pure and well-matured Scotch Whisky of the first quality."
"ARTHUR HILL, HASSALL, M. D.,
"OTTO HENNER, F. C. S., F. I. C."
Agent.—
OWEN CONNOLLY
Charlottetown, P. E. I.
Feb. 24, 1882.

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It is Time to Give Up Wearing Shoddy Boots and Shoes.

WARRANTED! WARRANTED! We warrant EVERY PAIR of our OWN FACTORY MAKE to wear well. We guarantee our own make to be SOLID LEATHER. We also sell CHEAP, giving better value than you can get in the imported. We are getting up a fine lot of Men's Long Boots for Winter wear, warranted not to rip on the sides.

Also Women's Boots and Slippers in great varieties. We guarantee to give good fits or no sale. Encourage home industry, especially when you can buy the home manufacture cheaper.

August 2

THE NORTH BRITISH & MERCANTILE

Fire and Life Insurance Company,
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ESTABLISHED IN 1809.

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Losses Settled With Promptitude and Liberality.

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Reserved Funds (Irrespective of Paid up Capital) over \$5,000,000.00

Insurances effected at the Lowest Current Rates.

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Accumulated Funds (irrespective of Paid up Capital) over \$12,000,000.00

Nine-tenths of the whole Profits of the Life Branch belong to the Assured

Profits of previous Quinquennium divided among Policy Holders, \$1,158,500.00

New and Reduced Premiums for the Dominion of Canada.

Copies of the Annual Report, Prospectuses, and every information, may be obtained at the

PRINCE EDWARD ISLAND BRANCH,
No. 35 Water Street, Charlottetown
GEORGE W. DEBLOIS,
GENERAL AGENT
March 16, 1882—cod

"CHEAPSIDE."

We are now offering a first-class assortment of

HOUSEKEEPERS' GOODS

In Hardware, Groceries, Glassware, &c., at prices to suit the times.

Our Tea, Coffee, Flour, Molasses, Raisins, Currants, Spices, Canned Goods and General Groceries are of the Very Best Quality and Marked at Lowest Rates.

FORKS, SHOVELS, BACKBANDS, CHAIN TRACES, HAMES, WHIPS, NAILS, SPIKES, LOCKS, HINGES, PAINTS, OILS, &c., &c., IN GREAT VARIETY.

PLEASE CALL AND EXAMINE.

Goods expressed to any part of the City and Railroad Station free of charge.

HENRY BEER
Charlottetown, April 19, 1882—2aw, wky

THE Weekly Examiner

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CONTAINS

More Reading Matter than any other Paper Published in P. E. Island.

ONLY \$1.00 A YEAR

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It is Always full of News

AND

Always up to the Times.

The Weekly Examiner

AND ISLAND ARGUS

Is in favor of cutting down the Local Legislature, consolidating the Local Civil Service on a sound business basis, instituting a system of rigid economy in the administration of local affairs, and applying the money thus saved to

The Advancement of the Agricultural and Industrial Interests of the Province!

THE EXAMINER is in favor of giving a fair trial to the Union which ensures to us the Institutions, the Laws and Protection of the Mother Country

THE EXAMINER is issued every FRIDAY MORNING, from the office of The Examiner Publishing Company, corner Great George and Water Streets

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Bill-heads, Letter-heads, Notes of Hand Receipts, Posters, Handbills, Dodgers etc., etc., done in first-class style, and short notice

STR. SOUTHPORT.

WEST RIVER,
FROM PRINCE ST. WHARF.

WILL LEAVE CHARLOTTETOWN EVERY MONDAY, at 5.30 a. m., for Shaw's Wharf, returning at 7 a. m., calling at Westville and Rocky Point (when tide permits); returning, will leave Charlottetown again on Monday, at 3.30 p. m., and on Friday at 4 p. m.

FOR EAST RIVER.

Will leave Charlottetown, at 4.30 a. m., on Tuesday morning for Mount Stewart, returning at 7 a. m., calling at Cranberry and Hickey's Wharves. Also will leave Mt. Stewart, on Wednesday morning, at 7 a. m., calling at Cranberry and Hickey's Wharves, returning to Mount Stewart same evening; occasionally on Tuesday mornings (when the tide will not otherwise permit) the Steamer will not proceed beyond Cranberry Wharf, but will invariably leave Mount Stewart for Charlottetown on Wednesday mornings, returning same evening as above. On Sundays, Steamer will leave Charlottetown for Rocky Point (tide permitting) at 9 a. m. and 1.15 p. m.; returning, will leave Rocky Point at 9.30 a. m. and 1.45 p. m. If Steamer is not on route on Sundays, sail boat will take her place. F. L. HASZARD.
Ch'town, June 1882—pat [3]

Steam Communication

Between Pictou, N. S., Georgetown and Souris, P. E. I., Magdalen Islands and Gaspe.

THE Strongly-Built Iron S.S. BEAVER, P. P. LeMaistre, master, carrying Ber Majesty's mails, will leave Pictou Landing during the season of Navigation, every Monday afternoon, on arrival of Express Train from Halifax for Georgetown, Souris and the Magdalen Islands; and every fourth trip, commencing Monday, 19th June, will extend her voyage to Gaspe, calling (weather permitting, at Pictou.

Post Hood, C. B.

Will leave for Port Hood every Friday Night, from Railway Wharf, Pictou Town, on arrival of Passengers by accommodation train from Halifax.

Every attention will be paid to the comfort of passengers

For freight or passage apply to
A FRASER & CO, Quebec;
FRED. W. FRASER,
Pictou, N. S.
A. A. MACDONALD BROS.,
Georgetown, P. E. I.
C. J. HALEY, Souris, P. E. I.
JOHN MACKAY, Port Hood.
July 14, 1882.

P. E. ISLAND Steam Navigation Co'y.



UNTIL FURTHER NOTICE

The Steamers ST. LAWRENCE and PRINCESS OF WALES will commencing the 29th May, 1882, sail as under:

FOR NOVA SCOTIA.

Leave Charlottetown for Pictou Landing every Monday, Wednesday, Thursday and Saturday mornings, at 7 o'clock connecting there with the Train for Halifax. Returning to Charlottetown Monday, Wednesday, Friday and Saturday, at 2 p. m., on arrival of Train from Halifax.

Leave Pictou Landing for Georgetown every Thursday at 2 p. m., and return to Pictou leaving Georgetown at five o'clock on Friday morning.

NEW BRUNSWICK, CANADA AND THE UNITED STATES.

Leave Summerside every day (Sunday excepted) on arrival of morning Train from Charlottetown, connecting at Shediac with Trains for each of the above named places; and at St. John, with steamers of the I. S. S. Co. and the All Rail Line to Portland and Boston. Returning, leave Point du Chene every day (Sunday excepted) on arrival of day train from St. John, for Summerside, connecting there with Express Train for Charlottetown.

Also leave Charlottetown for Summerside every Monday morning, at 2 o'clock, and leave Summerside for Charlottetown every Saturday evening about five o'clock.

By order,
F. W. HALEY, Secretary,
Charlottetown, May 25, 1882.

THE ONLY DIRECT LINE To Boston.



STEAMERS
Carroll and Worcester.

BOTH STEAMERS are fitted with superior PASSENGER ACCOMMODATION, arranged for every convenience and comfort, and fitted up in elegant style. FREIGHT carried at moderate rates, and as low as by any other route. Eggs, in boxes and barrels, handled with the greatest care.

LEAVE CHARLOTTETOWN

Every Thursday, punctually at 5 p.m.

LEAVE BOSTON

Every Saturday, punctually at noon.

CARVELL BROS.,
June 5, 1882—2aw, sj kca ACES 75

NOTICE.

THE business heretofore carried on by the undersigned by the late A. B. Stewart, under the style and name of Hickey & Stewart, Tobacco Manufacture, will be continued by the subscriber, under the same style. N
MICHAEL
Ch'town, July 4, 1882—pat [3]