

England's Dependency for Food.

According to the Manchester (England) Guardian, the increase of population in Great Britain, during the last fifteen years, has been 5,000,000. Discussing the question of Great Britain's dependence upon foreign countries for food, the Guardian thinks that it has been shown that the food needed for the increase of population can be more advantageously obtained abroad. It produces tables of the consumption of foreign food stuffs annually from 1876 to 1881, which show the following increases:—In bacon and hams per head of population, from 1.92 in 1876 to 1.39 in 1881; butter from 4.19 to 6.36 pounds; cheese 3.32 to 5.77 pounds; eggs 18.19 to 21.65 in number; potatoes 5.10 to 12.85 pounds; and wheat and flour 150.24 pounds in 1876 to 216.92 in 1881. The low increase in butter is on account of his perishable nature and an increased home production, due to abandonment of wheat and corn fields under stress of foreign competition, which afforded opportunity for dairy farming. The heavy importation of wheat equals one sack for every man, woman and child in the kingdom.

Weeds Going to Seed.

Just at this season, when cultivation is mostly over, and the main crops harvested or laid by, we are most in danger of allowing our old enemies, the weeds, to go to seed. This is a most culpable and expensive practice, entailing untold labor in future years. We have had in hand the present season, an old garden, where every weed was left undisturbed, and no crop was planted last year. Their name is legion of almost every variety that interests Connecticut soil, and some that we never met elsewhere. Pig-weed, milk-weed, dock and burdock, dandelion, fennel, mustard, quack-grass, plantain, purslain, jack-in-the-pulpit, mallows, and divers other sorts have sprung up in their season, and disputed possession with the crops planted. There is only one excellence about them, they insure frequent cultivation of all crops, if you would have any harvest. The labor of subduing one year's seeding of these pests is immense. In the garden especially, no weed should ever be allowed to go to seed. When one crop is off, put in another, and when the last is gathered, plow, or rake, or harrow, and let the frost have free play at the soil.—American Agriculturist for September.

American Newspaper Strategists.

The New York Post of Wednesday evening thus good-naturedly satirizes the learned way in which some of its contemporaries have ventured to discuss the duty of General Wolseley in the management of the Egyptian Campaign:—Our esteemed contemporary the Herald must be gratified with what occurred at Tel-el-Kebir this morning, because the ease with which Wolseley captured the position shows—does it not?—that he might, as the Herald more than once pointed out to him, have moved sooner. But then we do not see how to reconcile its late rebukes to him for not pushing on, with its rebuke to him this morning for not being ready for the campaign, he had undertaken? 'if Sir Garnet,' says it, 'had possessed ordinary foresight he would have waited at Alexandria till his transport was in proper order, and would not have made a dash for Ismailia in the same happy-go-lucky and self-confident fashion which marks his present dash for Tel-el-Kebir.' But then if he had waited all this time at Alexandria, might not Arabi have gone down to Ismailia and burnt it, and blocked up the ship canal and destroyed the fresh water canal and the railroad? We asked for information. Wolseley's position has been a very difficult one, for wherever he put himself some of his newspaper superiors have always said he was in the wrong place, and ought to be firmly planted somewhere else, and no matter when he moved, some have said he ought to have moved sooner, or not have moved at all. Our esteemed contemporary the Sun must also be gratified, for it now appears that had Arabi assembled that 'large force' at Salihiyeh and hurled it across the desert, and hit Wolseley with it Kantara or thereabouts, Wolseley would never have attacked Tel-el-Kebir. Arabi will know better when he goes to war again, and reads his morning paper more carefully. But our esteemed contemporary the Tribune will not be pleased, because Wolseley did not write for the Indian Contingent and the Highland Brigade, which that journal was bringing up from Suaz, under the personal supervision of its London correspondent, by a series of 'mysterious movements,' no later than this morning, across the desert, under the Command of General Macpherson, either by the disused railway, or the Canal, or the pilgrim route. It remarks that 'Macpherson's destination has not been mentioned in the despatches, which was eminently proper. No strategist mentions the destination of a mysterious flanking column. But what seems curious or a little provoking about this is that Wolseley was apparently ignorant that Macpherson was coming up on this line, and therefore did not wait for him. This want of concert between the different strategists will provoke a good deal of criticism from the German staff.'

COFFEE—Fresh Roasted and Ground at BEER & GIFF'S. [sep 12]

THIS WE WILL DO! And Make it Pay, Too.

From the First Day of September, WE WILL RETAIL FOR CASH, BEEF AT STILL LOWER PRICES.

The liberal patronage we received last month warrants us in making this further reduction.

A. L. BRIDGES & CO.

STORE—HILLSBOROUGH STREET. MARKET STALLS, 10, 12 and 14. Charlottetown, Aug. 31, 1882—1m 2aw

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GEORGE W. DEBLOIS,

March 16, 1882—eod GENERAL AGENT

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Charlottetown, April 19, 1882—2aw, wkly

Prince Edward Island RAILWAY.

TIME TABLE NO. 13. SUMMER ARRANGEMENT.

To take effect on the 5th June, 1882.

TRAINS OUTWARD.

Table with 4 columns: STATIONS, EXPRESS, MIXED, MIXED. Rows include Ch'town, Royalty, Hunter, Bradaire, Co'ty Line, Freetown, Kensington, Summit, Wellington, Port Hill, O'Leary, Bloomfield, Alberton, Tignish, Ch'town, Royalty, York, Bedford, Mt. Stewart, Morell, St. Peter's, Bear River, Souris, Mt. Stewart, Cardigan, Georgetown.

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L. B. ARCHIBALD, Superintendent

Railway Office, Charlottetown, May 31, 1882 wky, pres ne sj pio kca 6i

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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 [j 3

Steam Communication

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

THE Strongly-Built Iron S.S. BEAVER, P. P. LeMaistre, master, carrying Her Majesty's mails, will leave Picton 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 Perce.

Pour Hood, C. B. Will leave for Port Hood every Friday Night, from Railway Wharf, Picton 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, P. E. I.

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.

UNTIL FURTHER NOTICE

The Steamers ST. LAWRENCE and PRINCESS OF WALES will commence the 29th May, 1882.

Sail as under: FOR NOVA SCOTIA. Leave Charlottetown for Picton 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 Picton Landing for Georgetown every Thursday at 2 p.m., and return to Picton 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 Sheela 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. HALES, Charlottetown, May 25, 1882. Secretary.

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LEAVE BOSTON Every Saturday, punctually at noon.

CARVELL BROS., June 5, 1882—pat 2aw, sj kca AGENT

NOTICE.

THE business heretofore carried on by the undersigned and the late A. B. Stewart, under the style and firm of HICKY & STEWART, Tobacco Manufacturers, will be continued by the subscriber under the same style. MICHAEL HICKEY, Ch'town, July 4, 1882—pat 11