THE WAR-TRAIL!

CHAPTER XLV (CONTINUED).

At length it began to slope upwards; and I perceived by the ascent I was climbing a hill. The woods became more open as I advanced—here and there alternating with glades—the trees were of slenderer growth, and the foliage lighter and thinner. I was no longer among the heavy trunks of platanus and liquidambar. The leguminoseæ were the prevailing trees; and many beautiful forms of inga, acacia, and mimosa grew around. Myrtles, too, mingled their foliage with wild limes, their branches twined with flowering parasites, as the climbing combretum, with its long flame-like clusters, convolvuli, with large white blossoms, and the beautiful twin-leaved bauhinia.

It was a wild garden of flowers—a shrubbery of nature's own planting The eye, wandering through the vistas and glades, beheld almost every form of inflorescence. There were the trumpet shaped bignonias—convolvuli in pendulous bells—syngenesists disposed in spreading umbels; and over them, closely set upon tall spikes, rose the showy blossoms of the bromelias—aloes and dasylyrium Even from the tops of the highest trees hung gaudy catkins, wafted to and fro by the light breeze, mingling their sheen and their perfume with the floral epiphytes and parasites that clustered around the branches

I could not help thinking that these flowers are gifted with life, and enjoy, during their short and transient existence both pleasure and pain. The bright warm sun is their happiness, while the cold cloudy sky is the reflection of their misery.

As I rode onward, another reflection passed through my mind; it was caused by my perceiving that the atmosphere was charged with pleasant perfumes—literally loaded with fragrance. I perceived, moreover, that the same breeze carried upon its breath the sweet music of birds, whose notes sounded clear, soft and harmonious.

What closet slanderer hath asserted that the flowers of this fair land are devoid of fragrance—that its birds, though brightly plumed, are songless?

Ah, Monsieur Buffon! with all your eloquence, such presumptive assertion will one day strip you of half your fame. You could never have approached within two hundred paces of a Stannepea, of the epidendum odoratum, of the datura grandiflora, with its mantle of snow-white blossoms. You could never have passed near the pathos plant, the serbereæ, and tabernamon taneæ, the callas, eugenias, ocotas, and victiginas; you could never have ridden through a chapparal of acacias and mimosas—among orchids whose presence fills whole forests with fragrant aroma.

And more, Monsieur, you could never have listened to the incomparable melody of the mock-bird—the full, charming notes of the blue song-thrush—the sweet warbling voices of the silvias, finches and tanagers, that not only adorn the American woods with their gorgeous colors, but make them vocal with never-ending song. No, Monsieur, you could never have inhaled the perfume of these flowers, nor listed to the melody of these sweet songsters; and sad it was of you, and silly as sad, to have yielded to the prejudice of a slender spirit, and denied their existence. Both exist—the singing birds and the fragrant flowers—both exist, and thou art gone.

On such reflections I dwelt but for a moment; they were merely the natural impression of surrounding objects—short lived sensations almost instantaneously passing away The soul, benighted with love, has neither eye nor ear for aught beyond the object of its passion. From the contemplation of that only does it derive pleasure; and even the fairest pictures of nature may be brought before it without challenging observation. It was only that the one through which I was passing was of such transcendent beauty—so like to some scene of paradise—that I could not help regarding it with momentary admiration.

But my eyes soon returned to the earth and once more taking up the trace of the steed, I rode on.

I had advanced near the summit, the tracks were quite recent; the branches that had been touched by the flanks of the horse had not yet ceased to vibrate; the rider could not be far in advance. I fancied I heard the hoof-stroke.

Silently I pressed on, expecting every moment to catch the gleam of the scarlet manga, or the white sheen of the steed. A few paces further, and both were under my eyes, glittering through the feathery frontage of the mimosas. I had followed the true track. The rider was Isolina.

I saw that she had halted. She had reached the top of the hill, where the growth of timber ceased. An opening of about an acre there was, surrounded on all sides by the flowery woods—the very *beau ideal* of a summer glade. The open summit commanded a view of the surrounding country—for the hill was a high one—while the charming spot itself enjoyed perfect privacy and repose

In this glade she had drawn up, and was sitting silently in the saddle as if to enjoy the warbling of birds, the hum of bees, and the fragrance of flowers.

I myself drew rein, and remained for some moments in a state of hesitancy, as to whether I should ride forward or go back. A feeling of shame was upon me, and I believe I would have turned my horse and stolen gently away, but just then I saw the fair rider draw forth from her bosom something that glittered in the sun. It was a watch, and she appeared to note the time I observed that she looked anxiously over the tops of the low trees, in the direction of the plain below.

These circumstances, trivial as they might appear, produced within me a quick sense of pain. I felt as if hot steel was passing through my heart. I had ridden to my ruin—I had followed to be present at an assignation. Thus only could I explain the solitary ride, and by such difficult and devious paths; thus only could I account for the oft-repeated anxious glance, the ear acutely bent. Beyond a doubt, she was listening for the footsteps of a lover!

(TO BE CONTINUED).

IN THE sugar trade as well as the grain trade, the day of the sailing-vessel seems to be coming to an end. The advantages of the steamer are the quicker and more regular passage, which enables the owners to sell sugar "to arrive" on a certain day, which gives them better command of the market; the reducing of the waste by drainage, owing to the shorter time during which the sugar is aboard the vessel, which gives a gain of five to eight per cent in the case of the steamer, the saving of interest, the lower rates of insurance, the larger cargoes, and return cargoes, etc. In the New York trade steamers have been pushing the sailing vessels out for years past, and now same thing is happening at Boston, the second sugar-importing point. Several English steamers have been put on between Boston and the West Indies. They carry 1,500 hogsheads each—about four cargoes of a sailing vessel. The same change will probably occur in the trade to Halifax and Montreal. Indeed the change has already commenced.

MR. J. BUCKMASTER gave and address on the science and practice of farming at Great Missenden England last week. In the course of his remarks Mr. Buckmaster said agriculture in the future must grow more and more business-like and scientific. The great problem of whether England could produce food more cheaply than other countries could only be solved by more knowledge; cheap meat and cheap wheat were not inconsistent with the properity of agriculture. No progress could be made without science, and the principles taught by it could only be put into practice on the land and experiments for the purpose of determining those principeles should be very carefully conducted.

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This Factory was erected last spring and is in good condition.

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Further particulars may be had on application to the undersigned.

FRED. W. HYNDMAN,
Trustees of the Estate of Joseph Boats and D. K. Currie.

Ch'town, Oct. 8, 81—tuw tf

CARD.

THE friends and customers of the late W. R. Watson, Chemist and Druggist, are hereby notified that the business will be carried on by his widow, who respectfully solicits a continuance of the patronage and custom so liberally bestowed upon her late lamented husband by a kind and appreciative public

Charlottetown, Jan. 27, 1882.

Removed.

MRS. W. W. IRVING begs to notify her friends and the public generally that she has opened her Fall and Winter Classes for Painting and Drawing in all their different branches.

For terms, etc., apply at her Studio—residence of Mr. Peebles, South Side of King Square. jan 29 tf

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March 12, 1881—tf

Prince Edward Island
RAILWAY.

TIME TABLE NO. 17.

WINTER ARRANGEMENT.

To take effect on the 1st Dec., 1881.

TRAINS OUTWARD.

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town ..	Dp 8 15am	Dp 3.00pm	Dp 2.30pm
Royalty Jc	" 8.38 "	" 3.23 "	" 2.53 "
N Wiltsh'e	" 9 29 "	" 4.15 "	
Hunter R'r	" 9.45 "	" 4.30 "	
Bradalba'e	"10 23 "	" 5.08 "	
Co'ty Line.	"10.33 "	" 5.18 "	
Freetown	"10.48 "	" 5.33 "	
Kensingt'n	"11.10 "	" 5.55	
Summ'side	Ar11.45 "	Ar 6.30	
	Dp 1.45pm		
Wellingt'n	" 2.37 "		
Port Hill..	" 3 22 "		
O'Leary...	" 4 44 "		
Bloomfield	" 5.08 "		
Alberton..	" 5 48 "		
Tignish...	Ar 6.45 "		
Royalty Jc			Dp 2.53pm
York			" 3.09 "
Bedford...			" 3.29 "
Mt. Stew't			Ar 4.05 "
			Dp 4.15 "
Cardigan..			" 5.33 "
Georget'n..			Ar 6.00 "
Mt. Stew't			Dp 4.15pm
Morell....			" 4.55 "
St. Peter's.			" 5.25 "
Bear River			" 6.15 "
Souris			Ar 7.00 "

TRAINS INWARD.

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town ..	Ar 5.30pm	Ar 11 15am	Ar 11.45am
Royalty Jc	Dp 5.07 "	Dp 10.52 "	Dp 11.22 "
N Wiltsh'e	" 4 15 "	"10.00 "	
Hunter R'r	" 4.00 "	" 9.45 "	
Bradalba'e	" 3.24 "	" 9.09 "	
Co'ty Line.	" 3.14 "	" 8.59 "	
Freetown..	" 2.59 "	" 8.44 "	
Kensingt'n	" 2.35 "	" 8 20 "	
Summ'side	" 2 00 "	" 7.45	
	Ar 11.30am		
Wellingt'n	Dp 10 38 "		
Port Hill..	" 9 53 "		
O Leary...	" 8.31 "		
Bloomfield	" 8.08 "		
Alberton..	" 7.25 "		
Tignish...	" 6.30 "		
Royalty Jc			Dp 11.22am
York			"11.05 "
Bedford...			"10.45 "
Mt. Stew't			"10.10 "
			Ar 10.00 "
Cardigan..			Dp 8 40 "
Georget'n.			" 8.15 "
Mt. Stew't			Ar 10.00am
Morell....			Dp 9.20 "
St. Peter's			" 8.50 "
Bear River			" 8.00 "
Souris			" 7.15 "

L. B. ARCHIBALD,
Superintendent

Railway Office, Charlottetown, Nov. 29, 1881
[5t wkly]

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