

NEW SERIES.

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Prince Edward Island RAILWAY.

TIME TABLE NO. 16.
Summer Arrangement.

To take effect on the 23rd May, 1881.

TRAINS GOING WEST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Souris	Dp 6.30 am	Dp 2.15 pm	
Bear River	" 7.04 "	" 3.00 "	
St. Peter's	" 7.44 "	" 3.52 "	
Morell	" 8.08 "	" 4.25 "	
Mt. Stewart	Ar 8.40 "	Ar 5.05 "	
Georgetown	Dp 7.20 am	Dp 3.10 pm	
Cardigan	" 7.40 "	" 3.36 "	
Mt. Stewart	Ar 8.40 "	Ar 5.00 "	
Mt. Stewart	Dp 8.45 am	Dp 5.30 pm	
Bedford	" 9.14 "	" 6.07 "	
York	" 9.31 "	" 6.30 "	
Royalty Jc	" 9.45 "	" 6.43 "	
Ch'town	Ar 10.00 "	Ar 7.10 "	
Ch'town	Dp 6.30 am	Dp 9.20 am	Dp 4.35 pm
Royalty Jc	" 6.45 "	" 9.52 "	" 4.56 "
N. Wiltah's	" 7.23 "	" 10.45 "	" 5.47 "
Hunter R'r	" 7.35 "	" 11.00 "	" 6.03 "
Bradalba's	" 8.02 "	" 11.37 "	" 6.39 "
Co'ty Line	" 8.10 "	" 11.47 "	" 6.52 "
Kensington	" 8.39 "	" 12.25 pm	" 7.28 "
Summ'side	Ar 9.05 "	Ar 1.00 "	Ar 8.00 "
Wellington	Dp 9.25 "	Dp 2.45 "	
Port Hill	" 10.02 "	" 3.36 "	
O'Leary	" 10.35 "	" 4.25 "	
Alberton	" 11.32 "	" 5.42 "	
Tignish	" 12.20 pm	" 6.45 "	

TRAINS GOING EAST.

STATIONS.	EXPRESS.	MIXED.	MIXED.
Tignish	Dp 2.00 pm	Dp 6.45 am	
Alberton	" 2.40 "	Ar 7.40 "	
O'Leary	" 3.28 "	" 8.05 "	
Port Hill	" 4.25 "	" 10.35 "	
Wellington	" 4.58 "	" 11.15 "	
Summ'side	Ar 5.35 "	Ar 12.00 "	
Kensington	Dp 6.00 "	Dp 1.05 pm	Dp 6.30 am
Co'ty Line	" 6.25 "	" 1.40 "	" 7.06 "
Bradalba's	" 6.52 "	" 2.17 "	" 7.43 "
Hunter R'r	" 6.58 "	" 2.27 "	" 8.02 "
N. Wiltah's	" 7.26 "	" 3.05 "	" 8.42 "
Royalty Jc	" 7.39 "	" 3.20 "	" 8.58 "
Ch'town	" 8.15 "	" 4.15 "	" 9.55 "
Ch'town	Ar 8.30 "	Ar 4.35 "	Ar 10.15 "
Ch'town	Dp 4.00 pm	Dp 6.45 am	
Royalty Jc	" 4.15 "	" 7.08 "	
York	" 4.26 "	" 7.25 "	
Bedford	" 4.43 "	" 7.47 "	
Mt. Stewart	Ar 5.10 "	Ar 8.30 "	
Mt. Stewart	Dp 5.25 pm	Dp 8.55 am	
Cardigan	" 6.25 "	" 10.16 "	
Georgetown	Ar 6.45 "	" 10.45 "	
Mt. Stewart	Dp 5.20 pm	Dp 8.50 am	
Morell	" 5.52 "	" 9.32 "	
St. Peter's	" 6.15 "	" 10.06 "	
Bear River	" 6.55 "	" 11.00 "	
Souris	Ar 7.30 "	Ar 11.50 "	

N. B.—The Express Train from Souris and Georgetown connects at Royalty Junction with the Mixed Train from Charlottetown for the West, in the morning; and the Mixed Train from the West connects at Royalty Junction with the Express Train from Charlottetown for Georgetown and Souris, in the afternoon.

L. B. ARCHIBALD,
Superintendent.
Railway Office, Ch'town, May 21, 1881.



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SPECIAL RATES OF Freight on Lobsters
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June 14—1m 2aw

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Consignments of Produce solicited, and
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Standard Time for North America.

At the recent meeting of Engineers held in Montreal, Mr. Sandford Fleming made a very simple and business-like proposition with a view to regulating the variation of time on this continent. The European countries are comparatively small and compact, and each follows without inconvenience the time of its capital. But the United States and Canada cover too much longitude to work by such a rule, and hitherto we have had no rule of uniformity. Each town has its own time determined direct from the sun and each considerable railway running east and west is divided into sections which adopt the time of different centres. Mr. Fleming's proposition was simply to divide the country into sections whose time would be exactly an hour apart and have all places within those sections uniform. Any one passing from one section into another would find his watch just one hour astray and would not be perplexed by having to calculate a different number of minutes of difference in each place visited. The proposition is being considered.

Marriage.

Young people marry their opposites in temperament and general character, and such marriages are generally good ones. They do it instinctively. The young man does not say, "My black eyes require to be wed with blue, and my over-vehemence requires to be a little modified with dulness and reserve." When these opposites come together to be wed they do not know it, but each thinks the other just like himself. Old people never marry their opposites; they marry their similars and from calculation. Each of these two arrangements is very proper. In their long journey these opposites will fall out by the way a great many times, and charm the other back again, and by-and-bye they will be agreed as to the place they will go to, and the road they will go by, and both become reconciled. The man will be nobler and larger for being associated with so much humanity unlike himself, and she will be a nobler woman for having manhood beside her, that seeks to correct her deficiencies and supply her with what she lacks, if the diversity be not too great, and if there be real generosity and love in their hearts to begin with. The old bridegroom, having a much shorter journey to make, must associate himself with one like himself. A perfect and complete marriage is, perhaps, as rare as perfect personal beauty. Men and women are married fractionally, now a small fraction, then a large fraction. Very few are married totally, and they only, I think, after some forty or fifty years of gradual approach and experiment. Such a large and sweet fruit is a complete marriage, that it needs a very long summer to ripen in and then a long winter to mellow and season. But a real, happy marriage of love and judgment between a noble man and woman is one of the things so very handsome that if, the sun were as the Greek poets fabled, a god, he might stop the world in order to feast his eyes with such a spectacle.—Theodore Parker.

No Horseshoes.

The argument against horseshoes seemed to me so strong, and the convenience of doing without them so great, that I resolved to try the experiment. Accordingly, when my pony's shoes were worn out, I had them removed, and gave him a month's rest at grass, with an occasional drive of a mile or two on the high-road while his hoofs were hardening. The result, at first, seemed doubtful. The hoof was a thin shell, and kept chipping away, until it had worn down below the holes of the nails by which the shoes had been fastened. After this, the hoof grew thick and hard, quite unlike what it had been before. I now put the pony to full work, and he stands it well. He is more sure-footed; his tread is almost noiseless; and his hoofs are in no danger from the rough hands of the farrier; and the change altogether has been a clear gain, without anything to set off against it. The pony was between four and five years old, and had been regularly shod up to the present year. He now goes better without shoes than he ever did with them; and without shoes he will continue to go so long as he remains in my possession. The use of horseshoes is a sin; they are unnecessary, and their results are purely evil; they torture the animal and shorten his life; and the sin carries along with it the curse of being a continual source of worry and expense to his owner. "Fashion" cannot plead effectually in their favor, as they detract from action, activity, smartness and speed. But then, perhaps, "fashion" demands clatter; there is no accounting for taste. The bearing-rein would be still less needed for a horse which, having no pains in his feet, would not be shifting about, and putting himself into slouching postures at every moment in order to relieve them.—Horses and Roads.

Prince Napoleon's Programme.

Prince Napoleon has published his electoral programme in his official organ, *Le Napoleon*. He is in favor of the partial revision of the constitution, more particularly of that part which relates to the election of the President. The Prince regards the direct nomination of the President by universal suffrage as all-important. The *Moncton Times* says that: "Within a week, that is, from the 14th inst. to the 20th inst., inclusive, the American boats brought 295 passengers to St. John, and took away only 184. This is according to the reports of passengers inwards given in the St. John papers, the authority for the number outwards being the St. John correspondent of the *Summerside Journal*."

It is stated Sir Hector Langevin will leave about the 1st of July for an extended tour through New Brunswick, Nova Scotia, Cape Breton, and Prince Edward Island.

An Ottawa despatch says: "It is understood that owing to pressing official engagements, Sir Charles Tupper has declined the proposed banquet."

London "Truth" says that the Queen is as observant of trifles as George III. was.

Bring Home Something.

Nearly every farmer goes to the nearest village to trade, visit a mechanic, or obtain his letters and papers, at least once a week. He often takes a load to market but he rarely takes one home. He can, with very little trouble, haul a load of material that may be obtained for nothing, and which will be of great benefit to his land. Most village people make no use of the ashes produced in their stoves or of the bones taken from the meat they consume. Scarcely any brewer has any use for the hops that have been boiled in his vats, and the blacksmith hardly ever saves the clippings he takes from the feet of horses. All these materials make excellent manure. A barrel of shavings cut from the hoofs of horses contains more ammonia, than is contained in a load of stable manure. Applied to land without preparation they might give no immediate results, but they would become decomposed in time, and crops of all kinds would derive benefit from them. They may be so treated that they would produce immediate results. By covering them with fresh horse manure they will decompose very rapidly. They may also be leached in a barrel and the water that covered them drawn off and applied to plants. Water in which pieces of horns and hoofs have been soaked is an excellent manure for plants that require forcing. It stimulates the growth of tomatoes, rose bushes and house plants very rapidly, and emits the offensive odors. A vast amount of fertilizing material is wasted in towns that farmers could obtain the benefit of with very little trouble.—Chicago Times.

Clippings from "Grip."

Electricity in Franklin's time was a wonder; row we make light of it.

"Fine feathers do not make fine birds" but they certainly do make fine beds.

A new delusion—A jury is a body of men organized to find out which side has the smartest lawyer.

There is one good thing about this whole business of a man's conscience smiting him—generally he isn't hit very hard.

Now's Her Chance.

Montreal has been appealed to by her sister, Quebec, for a little financial aid to the sufferers, by the past fire. Of course the commercial metropolis will be equal to the occasion. As in the case of the lamentable St. John fire, she will magnanimously put her hand in her pocket; but Grip hopes she will not, as in that instance, forget to take it out again.

An Army of Monkeys.

Some sailors belonging to a vessel anchored near Colombo, while ashore, tried to capture a monkey. As soon as they put hands on him he gave a series of yells, when, as if by magic, every tree swarmed with indignant monkeys. An order to make for the boat was promptly obeyed. When the monkeys saw their enemy on a full retreat they formed in a solid body and followed hurriedly in their wake. Sticks, stones, and every available missile were hurled furiously at the heads of the flying sailors. In vain did they drop their prize, hoping that it might pacify their enraged pursuers. It was not so; only one dropped out of the ranks to gather in its hairy embrace the unoffending object of the fray, while the others rushed on more frantically than ever. Catching the boat they had no time to jump in, but shoved her off from the shore, clinging to the gunwales and crawling in only when some distance had been placed between them and the implacable foe. When they had arrived at a safe distance to lie, they rested on their oars and curiously scanned the infuriated army on the beach. There appeared to be thousands of them running up and down in wild confusion, and hurling stones far out into the water in the direction of the boat.

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