(Continued from 3rd page.) speech, etc.

Miss Mowat recited the "Owl Critic." an illustrated poem which appeared in tee he had made several visits to the Harper's Monthly a short time since. Miss Mowat gave the poem with her well- fied with the progress made and with the known taste and ability, and was justly teacher. The arrangement made with applauded.

graphy was now gone through, the sublength of rivers; also climate as affected by ocean currents, moisture, cultivation, drainage mountain chains, etc.

The pupils were now given 10 minutes to draw maps of Nova Scotia and New Brunswick, from memory, with the rivers, railways, etc., and acquitted themselves remarkably well.

AFTERNOON SESSION. Cards of merit were distributed by Mr. Oakes to the different pupils, as earned by them during the time the card system had been in operation—the last half of the past term.

The subject taken up was grammar, a sentence being given for analysis from the 6th Reader, page 104, second paragraph, each pupil taking up a different clause. Portions of the sentence were afterwards parsed. The exercise was quite satisfac-

The 2nd Algebra Class was called. Mr Oakes explained that this class had been at work since May in the fundamental rules. The class then gave a definition of the science and explained its terms, writing the different signs and expressions on the black board. They then worked a number of examples in Multiplication, Division and Simplification of to a close. as, selected by Mr. Thomas Crimmin

exercises were worked on the black Colorado Railroads and Railroad by the pupils, the class being mostly girls, who afterwards explained the reasons for the different operations. In Geometry, Ernest McKay demonstrathe 41st theorem, page 66, and prop. 17,

page 84, (Wormell,) selected by Mr. Crimmin. The Latin class gave a translation from Roman History. They were examined

by Dr. Benson and did fairly. The Advanced Algebra class worked a number of examples selected by Mr. Thos. Crimmin on the blackboard in simple examination of the class in Virgil had to be emitted.

Mr. Oakes now read the statistics of the term of the standing of the pupils, stating that during the last two or three months a record had been kept by cards, so that the sum total indicated only the mate. But the Trustees were of the consideration, and thus it would happen that some who stood high would not be eligible for prizes. Mr. Oakes then read the list shewing the standing of the different pupils of the school as represented by the average out of a possible 10 of the card record. A few of those standing highest are give below.

Bessie Carmichael Isabella McIntosh. 9.85 Bessie Creighton, Bessie Ullock, 9.82 9.76 Laura Winslow, 9.74 Annie McKay, 9.71 Stafford Benson, 9.69 9.66 Ernest McKay, Annie Davidson 9.60 Willie Snowball 9.58 9.55 Maggie Loudoun, E. Kerr, 9.54 Dicey Davidson. 9.52 Eliza Letson, 9.50 Thomas Marquis, Sarah Harris,

The tickets were then distributed the pupils. On the back of the tickets is the explanation as follows :-BAILY SCHOOL STANDING.

The pupil's standing is daily estimated under the following heads:—
Prompt attendance at each School sitting;—Unexceptional Conduct while subject to Teacher's Supervision;—Industrious Application in the discharge of all School duties, and excellence of Scholarship in the subjects of prescribed Study. The following prizes were awarded on the basis of general merit combined with

regularity of attendance.

Bessie Carmichael, 9.85. Framed Portraits of the Marquis of Lorne and Princess Louise. Bessie Ullock, 9.80, a gold mounted

pen holder. Stafford Benson, 9.77, a box of mathematical instruments. Earnest McKay, 9.75, vase of wax

flowers. For Geometry, a case of Mathematical instruments. Laura Winslow, 9.73, cut glass inkstand in brouze frame.

Willie Snowball, 9.72, glass inkstand. Bessie Creighton, who was debarred from a prize by only two days sickness,

was ultimately awarded an album as a

Bessie Ullock for the best Botanical collection a flower vase.

Mr. Thomas Crimmin said at the spring examination Mr. S. U. McCully had offered a prize for proficiency in Geometry, and a case of Mathematical instruments had been provided by him for that purpose, but this term unfortunately there had been no Geometry class.

Mr. Oakes explained that he had been obliged to temporarily drop the Geometry | dence. class to make room for other things and this was the reason that there had been no proper competition for this prize. Another prize had been given for the best book collection of Botanical specimens. This matter had been decided on by a committee, and the award had been made to Miss Bessie Ullock. The decision was arrived at with considerable difficulty, and Miss Maggie Loudoun's collection came next in the order of merit.

A song entitled "The good Old Friends" was now sung by the pupils.

This was followed by a recitation by Miss Bessie Creighton, of a poem written by Longfellow, on the occasion of a chair having been presented to him by the children of Cambridge, made from the Chestnut tree alluded to in that author's

poem, "The Village Blacksmith?" Master Willie Snowball delivered a short farewell address on the close of the term, which dwelt on the benefits, the pupils had received from their studies and the endeavours they had made to improve, of which he trusted their examination had afforded some slight proof. He hoped at the end of the year that still greater improvements would be shewn. In conclusion he thanked the friends who had attended and also the Trustees for the interest they had manifested in the greater dilligence in the future.

to apologize for the absence of his Cobooks respectively. A description of the Trustee, on account of pressing engageobject and uses of the science of compo- ments, so that the whole weight of the sition was given, also the different suc- duties of the office fell on himself, although cessive steps in its treatment, the distinc- they had been very pleasant ones. He tion between clauses and sentences; the felt quite satisfied with what he had seen; different kinds of clauses, the contraction, hard work had been done during the past transposition, and punctuation of sen- term and the examination which had sentences, both simple and complex, the been very thorough, had shewn that the construction of sentences, tautology re- pupils were not only able to do their work. dundancy, style, examples of figures of but to give the reasons by which they worked. He thought the examination had been satisfactory to all. As a trusschool during the term, and felt well satis-Mr. Oakes was not, however, likely to A short examination in physical geo- continue, for, he understood, he had been promoted to the office of Inspector, Alject being the flow, direction, volume and | though he was sorry in one way, he could not but congratulate Mr. Oakes on the confidence in him which had been shewn by the Provincial Government. This, therefore, would probably be the last examination which would be conducted by Mr. Oakes, and he was sorry that he was going to leave them. In conclusion he would express the satisfaction the Trustees had felt with the High School, as

well as other schools they had visited. Mr. Oakes said he thought he owed an apology for not mentioning the subject of his removal earlier, but he had only had definite intelligence by telegraph that day. It would be a matter of regret to him to leave a school with which he had been so long connected, and be could not say how soon that event would take place. He thanked the parents and friends for their attendance, and although an examination was rather tedious, they had their reward in the stimulus their presence gave to the school, and if he had had any success as a teacher it was largely due to this cause. He trusted in future years that the custom Dr. J. of parents and friends attending, school

examinations would be sustained. The pupils now sung "Coming Holidays," and the proceedings were brought

Traveling.

BY L. G. CALKINS.

\* \* \* After a very grave council, it was agreed to take the Chicago and North-Western and Union Pacific Railroads to Denver, at present the booming city of this country, if not

At 10.30 a. m. we were most comfortably seated in one of the celebrated. and I may say world-renowned, hotel equations of one and two unknown quanti. | cars of the Chicago and North-Western ties. The proficiency shewn by the pupils | Railroad, and, of course, our first topic who were mostly young ladies, was highly of conversation, as it seemed to be with creditable to them. It is a matter of every one after being seated for the regret that on account of the late hour, the first time in really a palace hotel on Sarsaparilla wheels, was to discuss the situation

We had heard of these magnificent hotel cars, run only on this road, but must frankly confess had never fully understood their maximum amount of comfort and luxury in railroad travelschool standing, and that regularity of ing, until this trip from Chicago to attendance did not enter into the esti- Council Bluffs. The interior construction of the car is simply exquisite, and opinion that regularity should enter into for neatness in appearance and order in all its arrangements there is, perhaps, nothing on this continent its equal.

It being nearly noon when we cinbarked, we did not have to wait long to have our curiosity gratified as to the arrangements of the culinary department of this institution. An Englishman sitting just opposite us, after enjoying a sumptuous repast in the most leisurely manner, exclaimed: "This way of traveling is simply perfect." We ate as long and as slow as we pleased of food evidently prepared with more than ordinary skill.

Meals are served on the European plan-pay for what you have-so that a traveler does not have to pay seventy-five cents for a cup of tea and a little toast.

But one of the marked features and crowning characteristics of this road is its safety.

The rapidity with which a train of cars moves, very naturally suggests the idea of danger to one not accustomed to such rapid traveling.

I had heard the statement that the Chicago and North-Western Railroad was the safest in the country. Whether that be true or not, Mr. Editor, I observed two or three facts which I deem it proper to refer to in this connection, for safety in railroad traveling is a consideration of no small moment.

First, the road-bed seems to be a perfect one, with steel rails the entire distance from Chicago to Council Bluffs, hence its firm and substantial character is very readily realized as the train passes over it.

Another feature I noticed was the most perfect condition of the cars run on this road. The coaches all had the appearance of just coming from the shop, and were seemingly in the most complete order for service and safety.

Another feature of safety was the PHYSICIAN AND SURGEON, kind of men employed to run the trains. They were evidently not of ordinary stock, but were selected as men worthy to be trusted with the lives of hundreds and thousands of people. There was an air of business and stability about them that gives a traveler a feeling of trust and confi-

Mr. Editor, I have been thus specific on the question of the safety of this road, for this is one of the first things that a traveling public desire to be assured of, and I am satisfied that the company, controlling this great and important line spares no pains or expense to make this feature of their road all the public can ask or demand, and this is why this road is so nearly or entirely free from reports of accidents.

In going westward we passed through some of the most interesting portions of Iowa in the night, but in returning had a fair opportunity to see some of the finest country in the world in that State along the line of this road.

At home and abroad, Iowa stands as one of the finest farming States in the Union, and the broad acres of growing crops are certainly a rich feast for the eyes. The fields of corn were simply immense, and the herds of fine cattle indicated great thrift and prosperity. And the general appearance of houses, barns, yards, shrubbery, etc., showed that men of enterprise and intelligence had sought and were beautifying homes

in this land of plenty. After a most agreeable ride of less school, and their teacher for his care and | than twenty-four hours, we arrive at efforts in their behalf, and finally appeal. the Union Pacific Railroad depot, one ed to his fellow students to shew still of the liveliest and most interesting places in all Christendom, about 9:30 Mr. Thomas Crimmin said he had first a. m. - The Investigator. August, 1879.

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troublesome disorders. Eruptions of the skin are the appearance on the surface of humors that should be expelled from the blood Internal derangements are the determination of these same humors to some internal organ, or organs, whose action they derange, and whose substance they disease and destroy. AVER'S SARSAPARILLA expels these humors from the blood. When they are gone, the disorders they produce disappear, such as Ul cerations of the Liver, Stomach, Kidneys, Lungs, Eruptions and Eruptive Diseases of the Skin, St. Anthony's Fire, Rose or Erysipelas, Pimples, Pustules Blotches, Poils, Tumors, Tetter and Salt Rheum, Scale Head, Ringworm, Ulcers and Sores, Rheumatism Neuralgia, Pain in the Bones, Side and Head, Female Weakness, Sterility, Leucorrhæa arising from internal ulceration and uterine diseases, Dropsy, Dyspepsia, Emaciation and General Debility. With their de-Emaciation and General Debility. darture health returns.

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attended with the most sat-DEPRAVED isfactory results. It should AND be invaluable to persons beyond the reach of medical IMPURE advice, and will, no doubt, become pepular with Medi-CONDITION cal men throughout the OF THE BLOOD.

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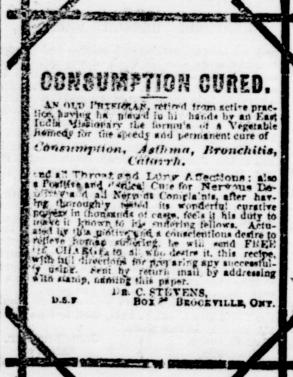
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" Depart, 12.20 a. m. 11.35 Arrive, 12.50 " 12.05 GOING NORTH. STATIONS. ACCOMMO'TION. EXPRESS. Depart 3.45 p. m., Chatham June., Arrive, 4.15 Arrive, 5.05 " Chatham,

Train leaves Chatham on Saturday night to connect with express going South, which runs through to destination, but the Express going North lies over at Moncton from Saturday night until Monday The above Tables are made up on St. John (or Miramichi) Time.
All the above Trains stop at Nelson Station, both going and returning. All freight for transportation over this road, if

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Close connections are made with all passenger Trains both DAY and NIGHT on the Inter-13 Pullman Sleeping Cars run through to St. John on Mondays, Wednesdays and Fridays, and to Halifax on Tuesdays, Thursdays and Saturdays, and from St. John, Tuesdays, Thursdays and Saturdays, and from Halifax, Mondays, Wednesdays and Fridays. Chatham Passengers wishing to return from the Junction by the same train may obtain Tickets for the trip both ways at one fare. Tickets for the Chatham Railway are sold at the unction Station (as well as at the Chatham end of the line) and all passengers are requested to procure them before going on the Cars. Passengers who

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Снатнам, March, 25, '79.

March25-tf.

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