### The Dark Horse.

(San Francisco Post) Probably the meanest piece of coldblooded deception ever practiced on a woman occurred out in Western Addition the other day. It seems that the belle of that important suburb of our municipality is a Miss Susan Smiffey, and whom a vigorous rumor, kept in of Canada, and a Syndicate of capitalists, circulation by her less favored sisterhood, credited with being a desperate little flirt-in fact, what Billy Rice, the minstrel, used to call a 'falsehearted cookay.' At all events her affections were of suffitwo most favored suitors to look upon each other with the most vindictive feelings common to hated rivals. These gentlemen-who were respectively a city hall clerk, with eye-glasses and freckles, named Pliff, and a dry goods manipulator called Diggs-occupied the intervals devoted to gloomily sitting each other out three evenings a week, to fruitless attempts to discover which of the two was really the coming man in the matrimonial race, so to speak. Last Thursday morning Miss Smiffey, in response to a business-like ring of the doorbell, admitted a middle-aged party with a black beard, and wearing blue goggles and a long-tailed ulster.

'I am taking the sensus, mum,' he said, proceeding to open a flat book on the piano and getting out some blanks. 'Just look sharp, please, and answer the necessary questions.'

Miss Smiffey trembled a little, as women always do for some reason when talking to a Government official, and said she'd try.

'Lem'me see-your name's Smiffey, I believe-first name?'

'Susan.'

'Middle name?' 'Haven't got any, sir.'

'Come now, young woman, no prevarication. Are you sure you haven't got a middle name somewhere, and are trying to conceal it?' No, sir; indeed I haven't,' said the

young lady, turning very pale. 'I wouldn't deceive you. 'You'd better not, mum. The penal-

ty is twenty-five years hard labor.' 'Gracious me!' 'Fact, mum. Now, then, let's see

what's next. Ah, yes-how often married? 'Not once yet. 'Ahum. Going to be, I s'pose?

Been asked, eh? 'Oh! yes, sir, several times!' 'Call it six times,' said the census

man, making an entry. 'What next? Ah! yes-is your back hair false?' 'M-m-must I answer that ?' 'Of course you must. Don't trifle

with the United States Government, mum. Come now---' 'Well, it's sorter; that is, kinder-'That'll do; we'll call it mixed.

Teeth sound ?' 'Yes, sir!' with much emphasis. Don't get excited. Let's see - I'll

put your age down as 25. The United States Government never allows us to lie; can't help it, I guess.' 'I'm just 18. I don't care whether the Government likes it or not,' said

the citizeness, snappishly. 'Of course, of course; they all say that. Pay attention, please. What size corset?'

Eh? 'Mustanswer, mum. Remember the penalty. How many inches around the waist?'

'Well, if you must know, sixteen. But I think it's just a shame—'

of shoe?'

about what a 'threer' always says. Any beaux?' 'W-w-wh-at?'

'I say, any beaux ?- and be very careful about your answer, mum. The Washington authorities are very particular on this point. Has everything to do with the next census, you see. Now, how many sweet-hearts?' gentlemen coming here-and-'

AAII handsome. So, of course, you have plenty of admirers. All the Government, requires however is the princi- capitalists when attempts have previous-

'Well,' said the young lady, somewhat

enumerator of population.

this-this fellow Scudberry?

caramels, and take me to the theatre. the-the-oh, yes! the dark horse!'

'Oh, he does, does he?' roared the census man, jerking off his wig and goggles, and revealing the enraged features of Mr. T. Diggs. 'I wish him joy of his bargain, and I'll give him just six | For the Prevention and Cure of Coughs months to get a divorce from the most two-faced little cat on the Pacific coast And he banged the door like a pile driver behind time as he stalked out.

And as Susan confided to Scudberry's left lappel that evening, she had never felt so utterly what-do-you-call-it in the whole course of her life.

### The Canadian Pacific Railway.

[From the "Telegraph." Now that the Canadian Ministers have returned, we may surely expect to learn a little more about the bargain said to have been entered into. The public will be curious to know how Sir John is to give Canada the railroad, without it costing the people "one dollar," as he stated at Bath. The people of Canada would not grudge a good many dollars, even a few millions, to see the undertaking in safe hands .-The idea prevails in Montreal that the Government have had to accept an offer. LIME and SODA discloses in its name alone which they before refused, from parties all its mysteries, pure and simple. To Physicians we would say, this preparation in that city, the chief among whom is

Mr. George Stephen and other parties
who are interested in the Minnesota
who are interested in the Minnesota
in managing which

is so conpounded that a dose for an Admic
contains two grains each of Hypophosphites of Lime and Soda. Price, 50 cents
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Agency for Lazarus and Morris's "Perfected SpecJOHN HAVILAND, or A. H. JOHNSON.

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they made so much money. We may, however, glance at what the newspapers were saving up to the time Sir John

The Standard, the London Conservative organ, in its issue of Sept. 9 said: We are informed that an arrangement was concluded to-day between Sir J. A. Macdonald, on behalf of the Dominion for the construction, working and maintaining of the proposed line of Railway from the Eastern Provinces to British Columbia. The group by which the contract was signed, consists of a banking firm in London, a financial associaciently indefinite a quality to cause her tion in Paris, and a wealthy firm in New York. The leading conditions

formally agreed to by the parties concerned are as follows: The Dominion Government will pay the Canada Pacific Railway Company £5,000,000, in bonds, assigning to them at the same time a fixed amount of land-extending to many millions of acres-in alternate 50 DOZ. MEN'S DRAWERS AND blocks along the line. The Government also undertake to assign the portion of the line already completed to the company, the estimated cost being between five and six millions sterling, including the official surveys of the entire route which have been prepared. It is stated to be definitely arranged the the company shall work and maintain the line in perpetuity at their own risk on the terms above described.

This would be equal to between \$50,-000,000 and \$60,000,000 in money besides lands.

In the Times of September 13, a writer who signs himself "Anglo-Canadian, "replies to "Senex." In regard to the ThunderBay section he says, it is necessary to the integrity of the scheme. Among other things, he

The precise meaning of your correspondent's second question is not quite clear. Until the actual text of the guarantee referred to, is made public, it is idle to speculate upon the measure of either the possible profiit or loss which may result from its operation. The terms offered by the Canadian Government for the construction of the line are certainly such as to induce capitalists to embark in it, as many will when all the facts are freely made known.

The reliance to be placed on the preliminary and succeeding surveys, which have from time to time been made and are yet going on, can be best determined by the reputation for efficiency and honesty which those making them are known to sustain, and by a thorough and careful examination of their reports to their employers, the Dominion Government.

No guarantee has yet been given, nor has any undertaking thus far been entered into by the promoters, looking either to the immediate construction or the ultimate equipment and working of the line. Probably nothing less than the aggregate ultimate cost of the road in a workable condition is contemplated by the Canadian Government in the present negotiations, but until the papers are signed' it is impossible to

The Times of September 15, in its city article, gives a letter signed "An Old Trapper," in reply to "Senex," published by us in the Telegraph, a day or two ago; he also replies to "Anglo-Canadian" above referred to. In that communication it is affirmed that "the Canadian Pacific Railway is not a fit subject for commercial enterprise,' take a woman's age on oath. They will however useful it may be as a Government work. He quotes Mr. Sanford

Fleming on the subject. The Times of the 14th, in introducing another letter from "Senax," says :-Until the prospectus of the Canadian Pacific Railway scheme is published, it is, of course, impossible to pass criticism upon the merits of the undertaking from a commercial point of view. In the meantime, the best that can be done in the interests of those who may possibly be inclined to risk their money in the venture, is to allow the public to hear the opinions pro and con, of those who are known to be best qualified to judge 'No remarks, if you please. Ahem! We'll call it nineteen. They generally throw off about three inches, I find. Size of shoe?' if it could be completed, would be of 'Two-but I can wear one and a-' immense benefit to the Dominion; but with is the interests of the investor. The Dominion Government itself appears to have expended in the work over 11 millions of dollars, and to have en-

'I'll return you as No. 4. That's what we are immediately concerned tered upon contracts involving nearly ten millions more, and have now, we presume, exhausted their credit at home. The company to whom a Royal charter was granted in 1872, to enable them to carry out the enterprise, after deposit-Now, how many sweet-hearts?'

'Well—of course—there are some gentlemen coming here—and—'

'Of course there are. I've got you difficulties, which have already been partly discussed in our columns are down in the 'Good Looks 'space as partly discussed in our columns, are derate in price. surmountable, what security have the promoters now to offer over and above those which were unacceptable to ly been made to raise the money.

This seems to agree with the statemollified, 'there is Jimmy Pliff and Tom | ment in the Standard, that besides the \$25,000,000 in money, the whole of the 'Hold up, right there! Which of works completed or in course of con-'em do you intend to marry?' said the struction, value for about the same amount, are to be handed over, in ad-'Oh, neither of them. There's- dition to the lands. "Senex" reiterahem !-there's a splendid gentleman ates his former positions as to the charnamed Scudberry-Charlie Scudberry- acter of the road between Lake Supeperhaps you know him? He has big, rior and Lake Nippissing. In the brown and beautiful curly hair, and—' | Times of the following day, we have the 'And do these other gentlemen-Pliff semi - official announcement already and Diggs-know of the existence of quoted, but giving no details, in which the communicated statement in the 'Oh, no! I'm too smart for that. I | Times of 9th is set aside. Any editorijust tag them along to buy ice cream and | al comments made by the Times on the scheme, must be contained in articles It's the biggest fun. Charlie knows all which have not yet come to hand. about it, you see, and he calls himself But Sir John is here, and we hope he

will at once "rise and explain." NORTHROP & LYMANS' Emulsion of Cod Liver Oil and the Hypophosphites of Lime & Soda.

Colds, Bronchitis Laryngitis, Scrofula in various forms and all affections pertaining to Consumption. Its effects have been in a great many cases, wonderful. In Pulmonary Complaints its beneficial results have been specially noted

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TIME TABLE, 1880 Steamer "New Era. CAPTAIN, CHARLES CALL.

Until further Notice the above Steamer will run Leave Newcastle for Leave Chatham for Newcastle. 9 a. m. 10.30 a. m. 12 noon. Will call at Douglastown, every trip, and go to Nelson at 9, a.m., 12 noon and 3, p. m. trips from On Saturday evenings the Steamer will leave Newcastle at 6.30 p. m., instead of 5.30 p. m., and Chatham at 8 instead of 7 o'clock. Newcastle, May 8, 1880.

1880. TIME TABLE. 1880. STEAMER "ANDOVER," On and after MONDAY the 10th inst., and un-

MONDAYS. Leave Newcastle for Chatham, at ..... Leave Chatham for Indian-TUESDAYS, WEDNS'DYS. nnecting with > 3 n. New Era for Chatham at Leave Newcastle for Red Leave Red Bank, for Chat-

Leave Chatham for Red THURSDAYS, Leave Red Bank for New) castle, connecting with 3.30 p.m. On WEDNESDAY, the 2nd day of June, & every alternate Wednesday after, leave New castle for Bay du Vin at 8.30 a.m. Leave Chatham, do., do. Bay du Vin for Newcastle On WEDNESDAY, the 9th day of June and

day after, leave New-castle for Burnt Church 8.30 a m Leave Chatham do., do. 9 a.m. Burnt Church for Newcastle..... 3 p. m Vessels will be moved to or from the different Newcastle, Miramichi, N. B. R. R. CALL. May 9th 1880.

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25 31 54 61 47

urst inclusive.....

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Jun., Chatham..... Barnaby River to Weld-

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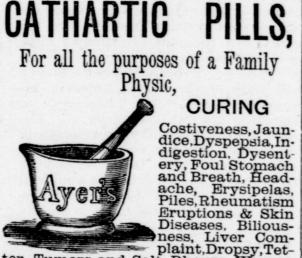
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