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E. WOODWORTH, Manager.

The Canadian Pacific Railway.
The Great Work From an English
Point of View.
(London Times.)

A most important step has been taken towards the material consolidation of the Empire by the completion, which we announce this morning, of the Canadian Pacific Railway. That great work, connected as it is with the railway systems of the Eastern provinces of the Canadian Dominion, joins the Atlantic and the Pacific Oceans by a line running all the way through British territory. The rising in the North-West, which has been a source of anxiety to the General Middleton's victories and by the capture of Riel, has drawn public attention in this country to the strategic importance of the railway, and military authorities have long been anxious to see the day in its completion should deprive the Imperial Government of a most valuable resource in the event of a war with Russia or any other Power that might become formidable in the Pacific. The last part of the unfinished section of the line near Jackfish Bay, on Lake Superior, was laid on Monday night, and it may be made immediately available for traffic, if the necessity should arise. It appears, indeed, that when inquiries were recently made by the War Office as to the prospect of sending troops across to British Columbia by that route, the answer was somewhat unexpectedly satisfactory. The railway could be undertaken at once. It may, therefore, be presumed that the connection by rail is now continuous, from Halifax to Port Moody, in British Columbia, whence the steamer routes to Japan, China, and India are intended to store. The great port of Nova Scotia is one of the chief military positions which form the cornerstones of the Empire, and the advantage of connecting that port with the cities of Canada proper with the Pacific province is too plain to stand in need of argument. British Columbia and Vancouver Island have hitherto been left out in the cold, not as well as local interest. The completion of the railway will enable the Government to send reinforcements for their protection if the necessity should arise, or even to make them the basis of operations on the coast of the Pacific.

The Canadian Pacific Railway has advantages which ordinary cartography, owing to the illusion of projection, does not make plain. It seems, from most maps of the North American Continent, as if the Canadian Pacific line was a good deal longer than its rivals which run through the territory of the United States. The distance, however, from Montreal to Port Moody is only 2,870 miles, while the distance from New York to San Francisco by the shortest of the United States lines is 3,331 miles. Not only Halifax, but New York and Chicago are nearer to the Pacific terminus of the Canadian line than to San Francisco. Indeed, the route across the Atlantic, overland by the Canadian Pacific line, and from British Columbia across the continent to China, or Japan ought to insure, when properly organized, a considerable saving of time over any of the present routes. Now that the rails have been continuously laid from the shores of the one ocean to those of the other and lie nowhere outside of the Queen's dominions, there are other reasons, besides those merely of convenience and commercial interest, for giving the enterprise all possible encouragement. The confederation of the widely different and mutually jealous provinces which were united in 1867 under the name and title of the Dominion of Canada have been drawn and welded together during the short space of eighteen years quite as much as the development of the railway system as by political institutions. The Intercolonial Railway, connecting the maritime province, of the Atlantic seaboard with Quebec and Ontario, has been followed up on a still greater scale by the Pacific line, which, after many vicissitudes and difficulties, has at last been triumphantly carried through.

The time, it is calculated, within which troops can be sent by the line now opened throughout from Halifax to Port Moody to the Pacific coast will not exceed seven days. For Imperial purposes, whether of war or peace, these increased facilities will be most valuable; but the colonists of the Dominion will also profit by the improvement of communications materially as well as politically. When the development of the railway system of which the new Pacific line is the main artery has opened up not only Manitoba and the North-West, but the territories beyond the Rocky Mountains, such disturbances as those excited by Riel will soon cease to be possible. Moreover, the vigorous and well-directed political life that has been fostered in the eastern provinces of the Dominion since the spread of the railway system has made confederation a reality which extends across the continent and brings the settlers of British Columbia and Vancouver Island, for the first time, really into union with their fellow-citizens on the Atlantic side. The riches of the country which the main line will open up are not yet thor-

oughly explored, but that they are very great is certain. On the Pacific side there are vast and undeveloped forests, forests, and mines, at the base of the Rocky Mountains there are immense cattle ranches, in the prairie country there are boundless possibilities of wheat-growing, and in the region bordering on the great lakes—beak and almost desert, as it is—there is much wealth both in minerals and timber. By the mother country, the growth of a sense of union among her children must always be regarded as a source of strength, and in these days it is, happily, to a larger and wider conception of Imperial unity which will remain, it may be hoped, an aspiration only. But, whatever may be the ultimate of Imperial federation, as long as the British Empire holds together, it will be a priceless advantage to us to have the command of a great line of communication between the two oceans, spanning the American continent and passing from sea to sea on British soil, beyond the reach of any hostile attack, and free from the restraints of a possibly embarrassing neutrality.

Man's Origin.
Rev. Henry Ward Beecher on Evolution.
NEW YORK, June 1.—Rev. Henry Ward Beecher in a sermon on "Evolution and Religion" yesterday morning, said in part "that the whole world and the entire sunrise and the creation of God is the testimony of the Bible with Jew and Christian, but how he made them, whether by the direct force of his creative will or by gradual changes, is by no means so well agreed upon. The world is the product of an intelligent being and of divine will. Science is the translation of God's revelation, but there is as much or more infidelity in regard to the history that science has unfounded as in regard to the book. When men pretend to be inspired of God, and well as the cities of Canada proper with the Pacific province is too plain to stand in need of argument. British Columbia and Vancouver Island have hitherto been left out in the cold, not as well as local interest. The completion of the railway will enable the Government to send reinforcements for their protection if the necessity should arise, or even to make them the basis of operations on the coast of the Pacific.

FEATS OF THE MONKEY.
In trying to prove that man did not originate with that animal, we seem likely to have internal evidence that such was the case. (Laughter.) If the zoologist attempts to pour ridicule on legitimate doctrines of scientific investigation as less trustworthy than revelation, no ground can be less tenable. Some call evolution pseudo-science, and laugh to scorn the idea that man descended or ascended from the monkey. That is a hypothesis not yet proven, and I see no present indication of its being proven; but it stands as a hypothesis pressed down by a multitude of probabilities. It does not change the destiny and moral grandeur of man to hold the evolution of the human from an inferior race."

Col. Otter's Attack.
The opinion is becoming general, if ever it were otherwise, that Col. Otter's attack upon Poundmaker was one of the most timely and effective blows of the late campaign. Louis Riel and Lieut. Gov. Dewdney, two widely divergent opinionists, have both expressed beliefs that this alone prevented Poundmaker from joining either Riel or Big Bear, and it is a significant fact that Poundmaker who was whipped, has given in, and that Big Bear, whose massacres have gone unpunished, is still defiant.—*Montreal Star*.

The Killed and Wounded in the War.
At Duck Lake..... 13
Frog Lake..... 13
Fort Pitt..... 1
Fish Creek..... 10
Batoche..... 11
Near Battleford..... 2
By the "Northcote"..... 3
By the "Indiana"..... 2
Elsewhere..... 7
..... 67
..... 119

Number of killed and missing up to date, exclusive of rebels..... 67
The romance of the youth of Victor Hugo was his passionate attachment to Adele Foucher, the young daughter of a neighbor. Her father disapproved of the match, and would not give her a dowry, and at the same time the young man was cut off without a shilling at home. They decided to wait, and each remaining true, were married when he was twenty and she eighteen, on a capital of \$150.

The time of day is announced every day at Woolwich, England, 1 p. m., and 9.30 p. m., by firing off a blank charge of powder from the powder bronze gun. Notwithstanding this fact a courageous little sparrow has made her nest in one of the boxes of the carriage on which the gun runs, and has hatched out five little sparrows.

The first carload of cherries shipped from California to an Eastern market, was despatched last week. Eight tons of cherries were put up in small baskets of five pounds each, and these put into crates of four and eight baskets. The crates are open so that the air passes all sides.

Mr. Cameron, the special correspondent of the London Standard, was, when killed in Egypt, receiving a salary of £2,000 a year.

Locusts for Breakfast.

Prof. Riley Introduces a Reporter to a New and Rare Dish, and He Likes It.

WASHINGTON, June 1.—A gentleman who had an engagement with Prof. Riley called at his house this morning and found the entomologist alone in his dining room reading the morning papers as he finished a late breakfast.

"Come right in here," said the Professor. "I want an unprejudiced opinion about a little matter." Then he called to the servant, "Bring me some hot oysters."

The visitor, despite the fact that he had breakfasted, was induced to seat himself at the table "just for the experiment," and was served with a spoonful of dark brown oysters, like very small, fried oysters. He eyed them suspiciously a moment, having discovered beneath the crust of bread crumbs a laminated back, something like that of small shrimp.

"What do you call it?" "The Cicada," they ought to have been cooked in— "What! Cicadas?" "No, no! not bugs, only the cicada—mis-called the fifteen-year locust. Don't be afraid of them. They are only the quintessence of vegetable juices, and everything in nature feeds upon them ravenously."

Thereupon the host took one of the things, bit it in two, munched, and swallowed it with an appearance of relish. The guest shut his eyes, and attempted to bolt a whole cicada. The object crumbled in his mouth, and proved to be little else than a delicate shell, but its flavor was found to be far from disagreeable.

"All its juices are absorbed in the batter," said the Professor, explanatorily. Neither the etymologist nor his visitor was able to liken the flavor to anything with which they were familiar, but they agreed in the opinion that, vulgar prejudice once overcome, the cicada would be esteemed a rare delicacy—rare, certainly, since it required seventeen years to grow, and that it might take rank with frogs' legs, birds' nests, and truffles, and whitebait.

"I spent an hour last night," said the host, "gathering them, and they were very beautiful when fresh. I took them just as they began to break. They were creamy white and plump, and looked good enough to eat raw, but I didn't venture. I think these should have been stewed instead of fried—stewed in milk. I praise them they would be nearly as good as grasshoppers."

"Do you eat grasshoppers?" "Certainly. I once ate nothing else for two days, and I found them delicious when properly cooked. This is only an experiment, of course, but my eating of grasshoppers had a practical object in view. The insects had eaten nearly everything in a large region of country, and many families were on the verge of starvation."

Having lighted a cigar the entomologist described his experience in attempting to introduce a grasshopper diet in the West. He cooked the insects in various ways and found them always palatable and nutritious. People invited to partake always evinced aversion at first, but, prejudices having been overcome, the dish became a favorite with those assayed it.

A Southern Street-Car.

From an illustrated paper on the New Orleans Exposition, by Eugene V. Smalley, in the June Century, we quote the following: "It is the street-car that is less resented than in vehicles in Northern cities. Strangers upon conversation with men from mere expansiveness and friendliness of feeling. There is a deal of chatting about the city, the weather, and the fair. Children are noticed and petted, and babies create a general sensation. In every other car smoking is permitted. If ladies get into the smoking-cars, which are plainly distinguished from the others, they are expected to make the best of the situation and not glare at the men for finishing their cigars. Sometimes there is outspoken protest against this custom. A party of ladies entered a car one day in which a Creole gentleman sat in plain enjoyment of his cigar and morning paper. The windows were shut and the air was thick. The ladies began to make remarks about the 'horrid air.' Then something was said about 'no gentleman smoking in the presence of ladies' which they came from. Still the smoker was obstinate. He puffed away with increased vigor. He had a right to smoke, and he evidently did not intend to be intimidated. Various sarcastic comments were made with less and less pretense of undertone, until the attention of the passengers was attracted to the struggle. Finally, one of the women said, 'Look! the gentleman is smoking his cigar.' 'Of course he'll take it,' said another; 'he could buy two of the sort he's smoking.' This shot finished the poor Creole. He threw his cigar out of the window, and, looking at his tormentors, but was too polite to make any remark."

A farmer in Central Illinois has just taken into his employ a hand at \$15 a month, and he has given him a Bank of England draft for \$500. The man is a young Scotch gentleman who wants to learn practical farming. His father, a wealthy Scotchman, has recently invested \$150,000 in American land, and is one of a syndicate of foreign capitalists who own \$46,000 acres of valuable land on this side of the Atlantic. The young man's name is Thomas Tate. His parents reside near Edinburgh, Scotland, and they expect him to qualify himself in about two years, and take charge of one of his father's farms, consisting of 100,000 acres of land in southwest Missouri.

A lady visiting Kansas writes of the grasshoppers in a different strain from the usual unappreciative one. "You are not quite sure that they are intending to 'light' a flight of grasshoppers is a beautiful thing to see. All day they floated over us; millions upon millions of airy little creatures, with their white gauzy wings spread to the light, gliding steadily on their wings, and as it seemed, it was like a snow-storm in sunshine, if you can picture such a thing, with the flakes rising instead of falling."

According to an English newspaper, an officer returning from a day's shooting left his game in the custody of his dogs, whom he locked up with him. He went upon some urgent business, and soon forgot both animals and when he returned both dogs had died of hunger, having refrained from touching the game. They had neither eaten nor drunk, and their confinement, evidently fearing to betray the trust of their master.

The Scientific American calculates that the force which would strike the water under Brooklyn Bridge was equal to 25,000 pounds. It is not, therefore, difficult to explain the doctors' statement that the victim was "simply mangled to death."

A whale 70 feet in length, and much decayed was stranded the other day at Revere Beach, near Boston. It has been a question whether it would be cheaper to remove the carcass or to leave it. The latter course was chosen, and the whale was left to rot.

Scott's Emulsion of Pure Cod Liver Oil, with Hypophosphites. In Consumption and Wasting Diseases. Dr. C. W. BARNARD, Pittsburg, Pa., says: "I think your Emulsion of Cod Liver Oil is a very fine preparation, and fills a long felt want in every household. It is very useful in consumption and wasting diseases."

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If farmers and others continue to buy and use and advise put up big packs and sold for condition powder it won't be our fault. We have exposed the swindle time and again. *Standard's* *Powder* are the only kind we know of worth carrying home.

Boston girls never use the expression "ghost of a chance" nor "a waif." "A waif" is considered a much better form.

When shall I be buried? "Sings a poet. Let him bring an "Ode to Spring" into the office and he will soon find out.

Victor Hugo's English Verse.

Victor Hugo was once asked if he could write poetry in English and he answered, "Yes, sir." Here is a specimen:—

Quand je me suis du spleen
J'en suis dans un état
Et je bois du gin,
God save the Queen.

This is as fine a specimen of English as the following, from the pen of Murat Holstead, is of the French:—
Le garçon se tenait sur le deck
Mangeant les poissons par le peck,
Tout pressé d'un air si blanc
Qu'il m'a fait un peck on deux.

—*Milwaukee Sentinel*.

Down in Dixie.
The wife of Mr. J. Kennedy, Dixie P. O., was cured of a chronic cough, the best throat and lung healer known.

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June 27, 1885.
This is to certify that W. K. French passed three years in Medical College—1881 and 1882—in this Institution. Besides clinical attendance, he has spent more than three years in medical study. J. W. DUBOIS, M. D.,
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Express for Halifax and Pictou..... 2.31 a. m.
Accommodation for Moncton..... 3.41 a. m.
Express for Halifax and Pictou..... 4.41 a. m.
Express for St. John..... 12.00 p. m.
Pique Hill Accommodation..... 1.42 p. m.
Express for St. John and Quebec..... 11.27 p. m.

WILL LEAVE DORCHESTER:
Express for Halifax and Pictou..... 2.05 a. m.
Accommodation for Moncton..... 3.15 a. m.
Express for Halifax and Pictou..... 4.15 a. m.
Express for St. John..... 1.00 p. m.
Pique Hill Accommodation..... 1.42 p. m.
Express for St. John and Quebec..... 11.27 p. m.

D. POTTINGER,
Chief Superintendent.
Railway Office, Moncton, N. B.,
28th May, 1885.

NOTICE.

ALEXANDER MCKAY, of Dorchester, in the County of Westmorland, New Brunswick, carrying on business there as a Druggist, having assigned to me his personal property, estate, and book debts, for the benefit of his creditors, notice is hereby given that the Trust Deed made in now on Record in Dorchester; and all persons having claims against the said Alexander McKay, are going to participate in said Deed, will please render their accounts to me forthwith, and those indebted to said Alexander McKay will please make immediate settlement with
J. E. CHURCH,
Trustee.
Dorchester, April 28, A. D., 1885. 4f

CARD.

HAVING disposed of my Stock in Trade and the good will of my business in the Retail Trade to Mr. J. H. FORD, of Sackville, I would like to take this opportunity of returning my hearty thanks for the very liberal patronage with which I have been favored for the last twenty years, and bespeak a continuance of the same to my successor.
J. FORD.
Sackville, May 4th, 1885. 1m

ASSIGNMENT.

DANIEL CROSSMAN, of Sackville, in the County of Westmorland, Farmer, having made an assignment to us of his real estate, goods and chattels, rights and credits, all persons having any demands against the said Daniel Crossman will hand them to us for adjustment and payment.
JOHN CROSSMAN, Assignee.
CHAS. E. KNAPP,
Dorchester, May 20th, A. D., 1885. 4i

Executor's Notice.

ALL persons indebted to the Estate of the late S. W. PALMER, Esq., are hereby notified to make payment to the undersigned within thirty days from this date, or their accounts will be placed in an attorney's hands for collection.
F. C. PALMER,
Surviving Executor.
Dorchester, May 21, 1885. 2m

NOTICE.

ALL PERSONS indebted to the Estate of Ammi Anderson, late of Sackville, Stone Mason, deceased, are requested to pay the same to the undersigned; and all persons having any claims against the said Estate will render the same duly attested within three months from this date.
ELIZABETH ANDERSON,
Executrix.
Sackville, April 16, 1885. 3m

NOTICE!

WE, the undersigned, have this