

OUR GOVERNOR-GENERAL AND FEMALE EMIGRATION.
Lokd L-e.-I havent brought ay own wife out-but here are wives for everybody else I

## Row Among Copper Speculatorg.

A big row has being going on for some time in Moncton, N. B., between a lot of copper mine speculators, and the air, in that locality, is thick with injunctions, bailable writs, and other legal documents too numerous to men. tion. Mr. E. F. Couch, of Newburyport, Mass., purchased, somo timo ago, a copper miue in Dorchester, which be subsequently disposed of to Boston capitalists for $\$ 185,000$. A mining expert named Wilder "pats in his ore" and claims a coppar-tnership which Couch anys is "too thin." Wilder procured an injunction to prevent Couch usihg the funds, and sent an onlicer, armed with a bailable writ for $\$ 100,000$, on board the train between St. John and Moncton, to capture Couch, who was en route for the latter place. Couch "smelt a large-sized mice" and, with the assistance of his friend, an ex-conductor, induced the engine driver to slacken speed between Salisbury and Moncton when Couch " stepped down and out." The driver, as soon as they were safely landed, started on a two-minute clip, and tine officer of justice had the felicity of seeing the gay and festive Couch waving a fond andeu as be meandered aloug the road towards Moncton.

When the officer was about to say to Couch, "Iou are mine!" in a positive tonc, he found, comparatively speakivg, that the miner was superlatively minus.

When Widder found out that Couch had es. caped, he was wilder than ever, and it is said his remarks were not couched in the most elegant language, and Couch says that he's not such a seft Couch to lie as some persons think.

## An Editor in Lnols.

St. Jacobs Oil cures rheumatism; of this I am convinced. For years I suffored with rhenmatism in my left shoulder and right arm, and last fall I was incapable of atteuding to my duties, and lay many a night unable to sleep on account of terrible pains. A few weeks ago a sovere attack of this trouble struck me, and this time I concluded to try the St. Jacobs Oil, I must acknowledga, with but very little confidence in tis merits. I freely confess that the result has completely as. tonished me. The first application reliored the pain very materially, and the continued use of only two bottles has completely cured

me of this chronic evil, and that, after the most eminent physicians and their prescriptions had been of no avail. I therefore consider it a duty to publish the above for the benefit of sll safferers with rheumstism and kindred complaints. G. A. Heilman, Editor Republican, Pittsburg, Ps.

I want to be an injun, A warrior of the plains; I want to wield a tomahawk
And scoop out people's brains.
I want to be an injun.
A Modoc or a Ute;
I'na tired of heing a white man,
An unprotected brute.


## TENDERS.

## OANADIAN PAOIFIC RAILWAX.

Bridge over the Frasor Biver, B, Columbla.
$T$ ENIJERS addressed to the undersigned will be re 188 , for furnishing and erecting a Bridge of Stecl or i88z, for furnishing and erecting a Bridge of S.R.
 site, may be seet at the office of the Chief Engineer, as Ottawa, on or after the roth of January, inst.
Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms. An accepted bank chapue for the sum of $\$ 300,00$ must accompany the tender, which sum
shall be forfited if the party tendering declines to enter shall be forfcited if the party tendering declines to enitr
into contract for the work, at che rates and on the terms stated in the offer submitied.
The cheque thus sent in will be returned to the respec tive parties whose tenders are not accepted.
For the due fulfilment of the contract, satisfactory security wil the required by the deposit of noney to the amount of jive per cent. on the bulk sum of the contract, of which th: sum sent in with the tender will be consid
This Department does not, however, bind itself to ac
Dept the cept the lowest or any tender.

By order, (Signed,)
F. BKAUN $_{\text {Secretary }}$

Department of Railways and Canals,
Ottawa, January 5, 1882.

