

VARIETIES.

During the last week of the Jubilee the following conversation took place on a Tremont Street horse-car: "I say, Jerry, ain't that Callixium a rouser? What do you 'spose they'll do with it after the Jubilee's over? It's so big nobody'll want it." Jerry—"Do with it, you stupid? Why, give it to Gen. Grant, of course. He'll take any thing."

A new and profitable branch of business, it is said, has been invented and put into practice in Georgia. There is an enterprising man in Whitefield county who sprinkles salt on the railroad to allure cattle upon the track. The animals are killed by the trains, and the railroad company has to pay for them. The owner has the beef and hide for his profit.

A miserable boy on Rose Hill found a Roman candle in the house, Monday, and chalking it perfectly white succeeded in palming it off on his aged grandmother as a genuine tallow article. When that excellent lady came to light it, the deception was soon apparent, but by retaining her presence of mind she fell over two chairs without seriously hurting herself. The author of the mischief now sits down with a crutch.

The Detroit Post publishes the following notice:—Gentlemen and ladies contemplating suicide by drowning will confer a favour upon the Harbour Master and Coroners by leaving word at the Central Station what dock they intend jumping from. The Harbour Master is now provided with a handsome new drag and set of grappling hooks, and is prepared to bring up dead bodies with neatness and dispatch.

There is a story going the rounds that M. Thiers's tailor sent him a dressing-gown some inches too long. Madame Thiers, her sister and a lady friend were present at the trying-on, and noted the number of inches necessary to shorten it. All three ladies, severally and unknown to each other, effected the alteration, and when the Head of the State next essayed it he found it had been improved into a jacket.

One day at the Navy Yard, when something special was going forward, the sentinel had positive orders to admit no one. During the day, the wife of one of the officers came to the gate, but the sentinel, obeying orders, cried out:

"Karn't pass, marm."

"But, sir," replied she, "I must pass. I am Captain W.'s lady."

"Karn't help it, marm. Couldn't let you in, if you was his wife, marm."

Don Piatt, writing from the White Sulphur Springs to the Washington Capital, says:—The paternal author of the belle here, it is said, the other day, shortly after his return to the Springs, was approached by a youth who requested a few minutes' conversation in private, and began: "I was requested to see you, sir, by your lovely daughter. Our attachment—" "Young man," interrupted the parent briskly, "I don't know what that girl of mine is about. You are the fourth gentleman who has approached me on that subject. I have given my consent to the others, and I give it to you. God bless you."

Not long ago a cobbler belonging to the town of Ayr fell into the river, and was with considerable difficulty rescued. The usual restorative measures were adopted, including of course a decent quantity of brandy, which in his insensible state the knight of St. Crispin absorbed in a remarkable manner. After a fourth glass of cognac had been poured down the cobbler's throat, a bystander, observing that the poor fellow wore a pair of long Wellington boots, which to some extent impeded the operations of the good Samaritans who had taken the case in hand, produced a knife, and was about to cut the boots from the legs of the "drowned man." But this movement had an electric effect. Jumping to his feet, the cobbler roared, "No, I'm sure ye'll no cut the boots; they're no mine; they belong to a customer."

MR. GREELEY ON TOMATOES.—By the way of variety in the spice of Mr. Greeley's agriculture, we give the story which some of the irreverent Western papers are circulating. As the truth of the story is said to be properly authenticated, it will do to tell, just once. It seems that the Sage attended the Minnesota State Fair, and was presented with a very ripe prize tomato, weighing three pounds, which he wrapped in his red silk handkerchief, and placed in his coat-tail pocket. He then walked around for a while, sitting on various benches here and there, and then riding in a lumber wagon up town. When he got to the hotel the crowd called upon him for a speech. He went on the porch, and felt for his handkerchief to wipe his brow. When he had inserted his hand in his pocket a thought appeared to strike him. He grew red in the face, he looked mad, he turned away and went up to his room to think up some suitable language in which to express his feelings.

Certain Cure for Chills, rub the foot with Jacobs' Rheumatic Liquid.

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NOTICE TO CONTRACTORS.

Intending Contractors are hereby informed that in December next, Tenders will be received for the execution and completion of certain portions of the works connected with the enlargement of the Welland Canal, between Port Colborne and Thorold; also for parts of the new line to the eastwards of the present canal, from what is called Marlett's Pond through the valley of the Ten Mile Creek to Brown's Cement Kilns, thence via the Thorold and St. Catharines' Cemeteries to near Port Dalhousie.

The works are to be let in sections of a length suited to circumstances and the locality. The location surveys are now in progress, and at some places sufficiently advanced to admit of contractors examining the ground before winter sets in.

When plans, specifications, and other documents are prepared, due notice will be given. Contractors will then have an opportunity of examining them, and be furnished with blank forms of Tender, at this office or at the offices of the respective resident Engineers on the works.

By Order, F. BRAUN, Secretary.

DEPARTMENT OF PUBLIC WORKS, Ottawa, 4th October, 1872. 6-15c

GOVERNMENT HOUSE, OTTAWA.

TUESDAY, 19th Day of September, 1872.

PRESENT: HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Customs, and under the provisions of the 8th section of the Act 31 Vict., cap. 6, intitled: "An Act representing the Customs," His Excellency has been pleased to order, and it is hereby ordered, that the Out-Port of Peterboro', heretofore under the survey of the Port of Port Hope, be and the same is hereby constituted and erected into a Port of Entry for all the purposes of the said Act.

W. A. HIMSWORTH, Clerk, Privy Council. 6-14c

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PROSPECTUS OF A NEW, GENERAL, AND DETAIL MAP OF THE WHOLE DOMINION OF CANADA, FROM NEWFOUNDLAND TO VANCOUVER ISLAND, WITH THE Northern and Western States,

BY J. JOHNSTON, C.E., MONTREAL.

TO BE PUBLISHED IN THE EARLY PART OF 1873,

BY GEO. E. DESBARATS.

Size of Map, about 7 ft. x 5 ft. Extending (East and West) from Newfoundland to Manitoba and (North and South) from Hudson's Bay to latitude of New York, drawn on a scale of 25 miles to the inch, and compiled from the latest Astronomical Observations, Official Surveys, and Records of the Departments of Crown Lands, as well as from County Maps, Local and Railway Surveys. From Manitoba to Vancouver Island will be delineated on a scale of 50 miles to the inch. This arrangement of the Map admits of the old Provinces of Upper and Lower Canada, New Brunswick and Nova Scotia being mapped on a scale large enough to show accurately all *bond fide* surveys. The Great N. W. Territory and British Columbia—where comparatively little has been done in the way of actual survey—a smaller scale answers every purpose. The whole Map is thus kept within the dimensions best adapted for general office use.

The following are some of the most important details which have been collected with great care, from the latest Official Plans and Reports:—Recent Explorations and Surveys in the N. W. Territory; New Boundary Lines; Electoral Districts and Divisions; New Townships and Mining Locations; all New Railways; Canals and Colonization Roads; the "Free Grant Lands" and New Settlements; Elevations of the Inland Waters and Mountainous regions above the Sea—marked in feet—and the correct delineation of all prominent Topographical features.

In connection with the General and Detail Map, there will be TWO SUPPLEMENTARY OR COMMERCIAL MAPS exhibiting the relative geographical position of the Dominion and other countries, showing the great Routes of Travel both by Land and Water; shortest lines of communication; Telegraph lines in operation and projected; distances, &c., &c., with much other new and valuable information.

The explored route for the *Canadian Pacific Railway* with its connections—East and West—with accompanying Profile, will be accurately laid down from data supplied by the Government Engineer; also, the Route of the *Northern Pacific Railway* (United States), of which a correct plan of the actual location, specially prepared for this Map, has been sent to Mr. Johnston by the Chief Engineer.

ALL ADDITIONS AND CORRECTIONS WILL BE MADE TO DATE OF PUBLICATION.

Mr. Johnston has been engaged on the compilation and drawing, unremittingly, for a period of nearly four years. Neither labour nor expense has been economized in the endeavour to gain for this great Geographical and Topographical work the merit of being the STANDARD MAP OF CANADA for many years to come.

The manuscript has been submitted to the following eminent authorities, receiving their unqualified approval and recommendation:—ANDREW RUSSELL, Esq., Geographer to the Dominion Government.

LIEUT.-COL. DENNIS, Surveyor-General. THOS. DRYNIE, Esq., F.R.G.S., Surveyor-in-Chief, Ontario.

SANDFORD FLEMING, Esq., Government Engineer-in-Chief.

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