

Letter from a School Marm.

A TALE OF SORROW.

*School House,
S. S. 40, Lot 5, Con. 4,
Tannac.*

Deem it not unmaidenly in me thus to seek to pour a tale of sorrow into your ears. Your world-wide reputation for sympathy with the ill-used of all classes, will, I trust, be considered a sufficient excuse for me in the action I have taken. True, we have had no introduction to each other, but such a profound moralist as yourself can easily afford to "take chances" in making acquaintance with one whose position as teacher in the above named school ought to be a guarantee of earnestness and good faith. I will be brief. Last week, one whom I had hitherto looked upon as a friend, if not something nearer, but whom subsequent events have proved to be a serpent, invited me to go with him to Toronto to amuse ourselves for a day. ERASTUS (such is the wretch's name) insisted upon it, and the fact of my sojourning for a season at his, or rather at his parents' house, accounts for my accepting an invitation that, under any other circumstances, I would not think of for a moment. At his suggestion I filled a small satchel with dough-nuts, to save unnecessary outlay of cash, (for ERASTUS is prudently careful; I will give him that credit), got aboard the cars, and in due time arrived in Toronto.

After considering the matter of amusing ourselves, we finally concluded to go to Lorne Park as a healthy and economical way to pass the day. Had I but known—but no matter. We went to the wharf, but the boat had not arrived. ERASTUS deposited me in the G. W. R'y waiting-room, with directions towards the "filter," should I require a drink, and went out to see when the boat would start. I noticed him holding a lengthy conversation with a lady with canary colored hair, who was evidently waiting for something—probably the boat. He came into the waiting-room after a while quite joyous. Said he had met a friend. I could not forbear saying, "ERASTUS, you've been drinking!" "Yes," he had a glass of lager with his friend. "Your friend, no doubt, is the lady with the 12th of July hair?" Yes; the lady had come from Hamilton, and her husband was suddenly called home on business; would come for her in the evening. So sorry, as she had made up her mind to see Lorne Park. He had asked her to join our party, and she was now waiting outside to be introduced to me. Introduction follows. Lady very stylish, profusion of jewelry, beautiful black eye-brows in harmonious contrast with her goldine hair. We go on board *Empress*. Lady becomes quite ill as we get on the lake. ERASTUS brings her below. I am left to the libertine gaze of the masculine passengers, who however, dare not to accost me. ERASTUS comes on deck and says, "SOPHY's ver' sick, mus' tend to her," and disappears at once, leaving a perceptible taint of brandy in the atmosphere. And "SOPHY" indeed—base villain! We arrive at the Park; I am left under the shade of a tree, while ERASTUS and his "SOPHY" get their pictures taken. *Very well!* I am apparently quite forgotten, but, ha, ha! a swift NEMESIS is after my infamous swain! I go aboard and sit alone, until the fact of our getting inside the harbor warns me the time approaches to disembark. I see ERASTUS and find him prostrate in a coil of rope, with his new black coat rent in twain. He tells me in incoherent accents that SOPHY's husband had followed us aboard, and not appreciating the Platonic

attentions of him (ERASTUS) fell upon him with dire imprecations, and threatened to throw him overboard, and would have done so had not a friend of SOPHY's husband suggested the idea of offering him money or valuables which ERASTUS did, handing over all his money, his watch and a valuable jack-knife, whereupon SOPHY's husband knocked his hat over his eyes, and skipped ashore at the Queen's wharf with his perfidious and pumpkin-headed partner upon his arm, while I was left to pay our fare home.

Now, my dear Mr. GRIP, advise me, shall I allow ERASTUS to continue his attentions to me as he wishes? In pity answer.

Yours, though blighted,
ALMA LETTERPONTNER.

NOTE.—By no means—give him the unmistakable "grand." He's a bad man.

ED. GRIP.

**REGULATIONS**

Respecting the Disposal of certain Dominion Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,

Ottawa, July 9th, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of Disposing of the Dominion Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

"(2) A belt of fifteen miles on either side of the railway adjoining belt A, to be called belt B;

"(3) A belt of twenty miles on either side of the railway adjoining belt B, to be called belt C;

"(4) A belt of twenty miles on either side of the railway adjoining belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining belt D, to be called belt E.

3. "The Dominion Lands in belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.

4. "The lands in belt B, shall be disposed of as follows: The even-numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads on the even-numbered sections, to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves, also of the westerly halves of the westerly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty acre homesteads, shall consist of the westerly halves of the easterly halves, also of the easterly halves of the westerly halves of such sections, and shall be sold at the rate of \$2.50 (two dollars and fifty cents) per acre. Railway lands proper, being the odd-numbered sections within the belt, will be held for sale at five dollars per acre.

5. "The even-numbered sections in belt C will be set apart for homesteads and pre-emptions of eighty acres each, in manner as above described; the price of pre-emptions similarly to be \$2.50 (two dollars and fifty cents) per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in belt B, except that the price shall be \$3.50 (three dollars and fifty cents) per acre.

6. "The even-numbered sections in belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of belts B and C, but the price of pre-emptions shall be at the rate of \$2.00 (two dollars) per acre. Railway lands to consist, as in belts B and C of the odd-numbered sections, and the price thereof to be at the uniform rate of \$2 (two dollars) per acre.

7. "In the belt E, the description and area of homesteads and pre-emptions, and railway lands respectively, to be as above, and the prices of both pre-emption and railway lands to be at the uniform rate of \$1 (one dollar) per acre.

8. "The terms of sale of pre-emptions throughout the several belts B, C, D and E shall be as follows, viz: Four-tenths of the purchase money, together with interest on the latter, at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

9. "The terms of sale of railway lands to be uniform as follows, viz: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments, either for pre-emptions or for railway lands proper, shall be in cash, and not in scrip or bounty warrants.

10. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz:

a. In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.

b. Where the railway crosses pre-emptions or railway lands proper, the owner shall only be entitled to claim payment for the land required for right of way at the same rate per acre as he may have paid the Government for the same.

11. "The above regulations shall come into force, on and after the first day of August next, up to which time the provisions of the Dominion Lands Act shall continue to operate over the lands included in the several belts mentioned, excepting as relates to the belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.

12. "Claims to Dominion lands, arising from settlement, after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.

14. "The above regulations it will, of course, be understood will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of the Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of the said agents for general distribution."

By order of the Minister of the Interior,

J. S. DENNIS,

Deputy Minister of the Interior.

LINDSAY RUSSELL,

Surveyor General

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