

The Queen's Navee and the Police.**MAGISTRATE**—Who are you?**FIRST PRISONER**—I am the mon-ark of the seas!**MAGISTRATE**—Oh, indeed! And your friend? (To Officer)—Desire that remarkably fine young man to step forward. Now, sir, who are you?**SECOND PRISONER**—One of the men, your honor.**MAGISTRATE**—You look like a smart young man.**SECOND P.**—Yes, your honor, although I say it myself, there isn't a smarter—**MAGISTRATE**—There that'll do. But both of you are charged with using—to put it mildly—harsh language on the Queen's Highway, or rather on Yonge street wharf.**SECOND P.**—Your honor, if you will kindly permit me, I will explain. My friend and I were "rehearsing," as we were waiting for the boat (my friend being about going to New York), we had got as far as "demme it's too bad!" when the constable "pulled" us.**MAGISTRATE**—What ship do you belong to?**PRISONERS**—H. M. Ship *Pinafore*.**MAGISTRATE**—Well, I can't help thinking the Service is going to the deuce when I see a Lord of the Admiralty along with a common seaman. Can either of you dance a hornpipe?**PRISONERS**—No, your honor.**MAGISTRATE**—Ah, that looks bad! I had some idea of sending you to a dungeon cell, but in consideration of your being British tars, you can go. So top your booms, my hearties, and sheer off.**PRISONERS**—Aye, aye! your honor. Thank ye. You yourself have said it—you are an Englishman!**Two Petitions.**

TO HIS EXCELLENCY, THE MARQUIS OF LORNE, ETC., ETC.

May it Please Your Excellency:

We, the dutiful and loyal Grits of the Dominion approach you to say that we think it your undoubted duty to refuse the iniquitous advice of JOHN A. and his miserable colleagues in *re* the LETELLIER case. And we have no doubt whatever but you will do so. It cannot be otherwise. No member of the House of ARGYLL was ever yet known to trample upon the constitutional liberties of the people to serve the wretched little ends of faction. We have the utmost confidence that you will prove yourself a true ARGYLL in this affair, but if you don't, you will find some interesting reading in the organs of our party. Beware!

We have the honor to be, etc.,

G. BROWN, and others.

TO HIS EXCELLENCY THE MARQUIS OF LORNE, ETC.

May it Please Your Excellency:

We, the superloyal and dyed-in-the-wool Tories of this Dominion approach your person with profound politeness, and hope your Excellency's health is good. We also wish to say that we have no doubt you will act upon the advice of your Ministry and dismiss LETELLIER. The House of Argyll has never yet submitted to tyranny, and we hope it never will. Now of course you know that LETELLIER is a tyrant, and you cannot more highly honor your family crest than by kicking him out. By so doing you will also save our friends the trouble of resigning. We fully trust you will act upon this suggestion of ours, but if you do not, look out for lively notices in our papers. We have the honor to be &c.,

U. E. CLUB and others.

**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 uniformly 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 bal-

ance 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 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.

xiii-10-4t

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10 KING STREET EAST, TORONTO.

English Office: 52 LIME STREET, LONDON E.C.

CREDIT VALLEY RAILWAY.**TENDERS.**

Tenders will be received at this office for the erection of FIVE GRAIN WAREHOUSES; also for the supplying of the material necessary to build a wharf opposite the Union Station.

Plans, specifications, and all other information may be obtained from Mr. Bailey, Chief Engineer of the road.

GEO. LAIDLAW,
President C. V. R.

xiii-10-2t.

An interesting experiment it being tried at the Zoological Gardens. Eggs laid by an ostrich have been cunningly painted to resemble an emu's, and placed under a male emu to be hatched.—*Ex.*

Thus do the scientific fellows emu's themselves.