

Courting in December.

This month is, in this country, unfavorable to affectionate outburst, for the innate delicacy of man restrains him from making the ridiculous offer of a hand with frozen fingers, or from attempting advances towards a lady when the temperature is fifty degrees below zero. Besides, the intuitive genius of our female fellow-creatures teaches them that a wretch with frost-bitten nose and chattering teeth, cannot, however warmly, or may dress his language, burn with passion, or be fired with noble sentiments. As a rule, girls like their admirers to be a lively, bright, gassy sort of a cove. You may plant early cabbages during this month, but for planting an early sentiment, the experiment is doubtful, and the work will have to be done over again. The nights are seventeen hours long. Speculate in composite candles, and let love wait for the sunshine and the roses. The chickens retire to their feather beds at three o'clock in the afternoon. Nature sleeps, and is to be called in April when the wind shakes the window.

But stop! We are making a mistake. Ain't December the Christmas month? To be sure it is, girls. The fantastic two months when the lads choose partners, and dance "Haste to the Wedding." We have been groveling in the coal scuttle. We retract our observations. December is the last month in the year for the hearts and the manufacture of happiness.

If you know an interesting batch for good family and respectable resources, do not, if we're Christinas to him due, him on Christmas day. You can have no idea of the effect a plum pudding invitation has on the susceptibility of the outcast. The girl who sends the letter is sure to have her signature kissed; therefore, you must be careful; if you have a tender leaning towards the wonderer, than your name ends the note. You ask him to join your family circle, to mingle with your relations—to become one of you! If that isn't plain and straightforward, what is? An impulsive man with a dash of Irish blood in his anatomy, would, on entering the room, ask you to fix the happy day.

There is always an *abandon* at these fashionable Christmas houses, which in lower rented houses would be called romping, and romping is the Armstrong gun for sweeping away the stone walls of dignified approaches of courtesy, and masking a match six weeks' affair. We would not wish you to suppose that we refer to "hunting-the-slipper," or "blind-man's-buff" that is bread and cheese sport, though not bad in its way. We are thinking of the quick movement of a boisterous dance; Sir Roger de Coverley, for instance—where you may romp about frisky and yet, no proprieties be injured. Away goes Flora, one so demure and stately, her lace fluttering, the wreath tangling, a little feet kicking at the neck, and away goes Alphonso whilst the windows rattle, the chandeliers jingle, and the feet beat the door like a drum, the music whipping up the fire-flags, and lashing the fresh ones to fury. When the old people fall back panting on the sofa, the young ones cry out for cool air. The romp has destroyed Alphonso's gentle frippery; he leads Flora to a pleasant alcove; he talks to her with cheerful familiarity, and is as easy and natural as if they had sailed down the stream of life together in the same passage-boat. Being warm, he talks hot; and she leaves her leaves him in his arm, and is scarcely aware he is pressing her fingers. He says so many pretty things, that he is obliged, in self-defence, to tell him when Papa may be found alone in the library. The good Sir Roger de Coverley has made more of Alphonso than the mere spectator; he just points his toes up the after-steps, and then see how he likes dancing in chains. Get love, anyway, for it is a useful thing to have in the house.

There is another very capital Christmas sport, which should be called by sensible people "sail for love-tails," but which we, by courtesy term "Acting Charades." We know a dear girl, perhaps as handsome a creature as ever said "I do," who reduced a very wealthy man to domestic felicity, through her admirable behaviour in the game of Acting charades. He, performing his part, had to make love to her, and she—poor thing—entirely forgetting what she ought to do, listened with such earnestness, that when the offer was made, she fell upon his neck and sobbed—just low enough for him to hear her. The audience applauded loudly, and declared it was as fine a piece of acting as they had ever witnessed; but Captain Potosy had noticed the quivering lips (the sharp edge of love's arrows lies in the quiver); he had felt the bosom—heave with a full sigh, and afterwards felt his whiskers wave with the deep drawn breath; he had behind the eyelid fall and rise, and fall again; and, like a noble fellow, he taxed her with these confessions of flattering partiality. What could she do? She did it! His first present, was a priceless set of diamonds, which she accepted. Thus encouraged, he offered himself, and was not refused. The overflowing of her pent-up feelings, gained for her the devotion of a man, whose fortune exceeds even the sanguine hopes of her nearest relatives.

PHENIX MUTUAL LIFE Insurance Comp'y.

HARTFORD, CONN.

Established in 1851.

\$130,000 IN GOLD

Deposited at Ottawa

FOR THE SECURITY OF DOMINION
POLICY HOLDERS.

Assets securely invested.

\$8,681,970.50

Surplus, free of all liabilities.

\$8,681,904.50

Ratio of Assets to Liabilities larger than that of any other Company of equal age, being

153 of Assets to every 100 of Liabilities

DIVIDENDS PAID TO POLICY HOLDERS,

\$522,466.18

Income in 1852,

\$2,182,970.00

Since the commencement of its business, the Company has issued Policies amounting to \$33,000 Lives, and it has paid out losses on a Quarter Million Dollars to the families of those who have deceased while members of the Company.

Within the past five years its Assets have increased more than four and a half million dollars, notwithstanding over half a million dollars have been returned to Policy Holders, and over three-quarters of a million dollars paid for losses by death during that period.

The number of Policies issued by the PHENIX MUTUAL was only exceeded by one other company doing business in Canada last year.

SPECIAL FEATURES OF THE

PHENIX MUTUAL LIFE INSURANCE COMPANY.

LARGE CAPITAL.—\$130,000 in Gold, the profits of the Company are divided among the several Divisions are annual.

Policies may be had non-forfeitable Mutual Premiums. All cash rates lower than those of a majority of Companies in the United States. Nearly all restrictions removed from its Policies. Extra charge for insuring the lives of females. Extra charge for railway employees. General account of House-Furnishing Goods, always in stock.

CONSTANTLY ON HAND.—A nice assortment of Wristwatches, Clocks and Jewelry.

Watches, Clocks and Jewelry.

Agent at this place for the Celebrated BADOLET WATCHES.

Repairing done with neatness and despatch.

2nd Shop DIRECTORY OPPOSITE THE BAPTIST CHURCH.

July 12

LIVES INSURED

IN THE

"Phoenix Mutual Life" of Hartford,

At the Office of this Paper.

This Company has issued 43,000 policies.

It has \$158 of assets to every \$100 of liabilities.

It has \$400,000 deposited at Ottawa.

July 14

GOVERNMENT RAILWAYS.

1870. WINTER ARRANGEMENT.

ON and after MONDAY, the 5th December next, Trains will run as follows:

GOING EAST.

No. 3 will leave St. John at 9 a.m., and arrive at Sackville at 3:30 p.m.

No. 4 will leave Sackville at 10 a.m., and arrive at Fredericton at 12 noon.

No. 5 will leave St. John at 4:45 p.m., and arrive at Sussex at 8 p.m.

No. 8 will leave Painswick Junction at 3 p.m., and arrive at Sackville at 4:55 p.m.

GOING WEST.

No. 1 will leave Sussex at 6:30 a.m., and arrive at St. John at 10 a.m.

No. 3 will leave Sackville at 4:15 a.m., and arrive at Fredericton at 7 a.m.

No. 7 will leave Sackville at 7:45 a.m., and arrive at Painswick Junction at 9:40 a.m.

No. 7 and 8 will connect at Painswick Junction with No. 2 and 3.

No. 3 and 2 will carry freight only between Fredericton and Sackville.

No. 4 and 5 will be exclusively for passengers.

No. 1, 6, 7 and 8 are Mixed Trains.

Fare for passengers east of Sussex must be delivered at least one station before 3 p.m., and at 4 p.m. daily.

Freight to be forwarded from Sussex

to the port of entry, and at stations west of 3 p.m. daily.

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