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E. W. McCREADY, Editor.

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Semi-Weekly Telegraph
ST. JOHN, N. B., JANUARY 23, 1904.

THE GRAND TRUNK.

It is folly for any one to say that because the manager of the Grand Trunk Pacific is in Ottawa and because his private car is backed up to the capital, the government must of necessity adopt this or that amendment of the Grand Trunk Pacific scheme. But it is not folly to say that whatever weaknesses of the scheme may be corrected, the government will be in a position if it does not provide some legislative enactment against the diversion of Canadian freight to American ports.

It has recently been put forward that the proposal of the Grand Trunk would involve the use of its American terminals for Canadian freight, pending such time as the government may make the proper arrangements for the transit of freight to St. John and Halifax in the winter. It may be said outright that no political party in this country would dare to take responsibility for any such arrangement. This, evidently, is talk of the anti-election variety.

When Mr. Bertram, chairman of the Transportation Commission, was here the other day, he said in conversation that, politics aside, whatever form a new transcontinental railway might take, St. John would handle a large portion of the western export freight, and it is the general understanding that when any new railway is built there must be an arrangement whereby the freight arising in the West can be delivered most promptly and most cheaply at St. John and Halifax after the close of navigation on the St. Lawrence.

Mr. Blair's idea was that the Intercolonial might be utilized for this service by an iron-clad arrangement for the turning over of all western freight to the government line at Quebec. If that be not done it is clear that direct connection with St. John must be assured in another fashion, and when the engineers have reported upon the survey of the centre line through New Brunswick it must be assumed that they will do so with this idea before them. Whatever the Grand Trunk may ask in the railroad contract, it must be clear that the all-Canadian idea must be made as nearly practical as possible. The new minister of railways, be he ever so strong, cannot control the cabinet, but he would be forever discredited, not only in this province, but in the country at large, if he were to consent to any arrangement to divert freight, even temporarily, to American ports.

The task of correcting the evil would be twice as great as that of giving it its proper direction in the first place.

THE COMING WAR.

News from St. Petersburg, Tokio and London is less belligerent. But it seems to lean to the opinion that a struggle, if deferred for the present, cannot be very long deferred. If such is the case, the longer the struggle is deferred the more desperate it will be, as to both the combatants, and the more widespread it is likely to be in regard to the nations it may involve.

Russia has immense power and it might well be doubted that she can float a war loan today in any European capital, even upon a Jew's terms. Notoriously lacking in regard to the sinews of war, Russia, nevertheless, would fight tomorrow without the money, were Japan to take the initiative.

Military experts have made many comments of late upon the power and preparedness of the nations which have been threatening each other. Much of this argument has been based upon the understanding that Russia and Japan would be prepared to fight out their quarrel alone to whatever fearful finish might come of the collision—which it is not likely they will be permitted to do. However, since interference by Britain or another power is no foregone conclusion, and since it may be free to suppose that no one would step in until one or the other had gained success, interest naturally centres upon the fighting qualities of the two nations now scowling at each other across the sea.

It is admitted by all observers that in this quarrel enthusiasm is with the Japanese. To the outside observer, who has regard to the present condition, and who has learned from other wars, it does

not seem possible that Japan alone can stand off the Muscovite. Superior weight argues against it. It is a sum that seems easy to figure. But in Japan enthusiasm runs riot, and the people evidently are convinced that they can whip Russia, and compel that nation from Manchuria, or so gallantly hold the gap in that portion of Asia that other Powers will take off the upper dog.

It was an old theory that an Englishman could whip three Frenchmen and four Russians, and there are not wanting historical examples to give weight to this theory—but, like many theories it has been done away with by the invention of modern weapons. Give a man a rifle that carries two for a mile and which makes impossible the advance of infantry over open ground, and you give him a certain assurance which adds to his courage, or which supplies a sort of substitute for courage if he lack that quality. Both parties to the threatened trouble will have the modern guns and will be practically equal in respect of their efficiency—and while the Japanese may have the enthusiasm, the Russians will have the doggedness.

Historians have said of the Russian in war that he is ignorant and unintelligent, but they have also admitted of him that he will do whatever he is told to do, even if he be told to hold an impossible position and sacrifice himself for the advantage of his fellow in another place. Given such men in great numbers, to hold a rough country, like Korea, easily capable of defence, and knowing that any country is easily defended by modern weapons, the Russian advance through Korea or Manchuria must be regarded as slow. The manufacturers of modern rifles arm the defenders twice. It is the history of recent rifle fire that the defence does the killing.

FOREST PRESERVATION.

When the members of the Transportation Commission were in St. John, The Telegraph referred to the fact that Mr. John Bertram, chairman of the Commission, had been a member of the Ontario Forestry Commission, and had given much study to the general subject of forestry. He said to a member of the staff of this paper that while Canada had one great problem—transportation—she had also another of vast importance—the preservation of her forests. In reply to a request for a fuller expression of his views on the subject, Mr. Bertram has very kindly found time to give The Telegraph a statement which will be read with deep interest throughout this province, where the question of forest preservation has become a question of great and growing importance. Mr. Bertram said at the outset that it would be difficult for him to speak of local conditions in New Brunswick, because he was not familiar with them, but what he says in general terms is none the less valuable, since we are confronted here with much the same conditions as obtain in Ontario. His statement is as follows:—

"I may say in general terms that the first and greatest duty devolving on a proprietor of forest area, or on the government in any country where coniferous forests prevail, is that of guarding against fire, which is the great scourge of pine and spruce forests. In Ontario a law was passed about 1885, after the province had suffered to the extent of many millions of dollars by fire devastation, that every lumberman, or rather licensee holder, was at liberty to hire a fire ranger during the summer months; and the act gave him power to call to his assistance anyone he chose to requisition, to help him to put out the fires. His pay was to be \$2 per day, half of which was payable by the province and half by the lumberman or licensee. So well did this scheme work in preventing fires that the government passed a further act, compelling each licensee to employ a fire ranger; and, in cases where the licensee area was not large enough to fully employ one man, then contiguous licensees could join together and employ one ranger amongst them.

"An important question is that of settlement. In a rough and broken country, where crops could not be raised profitably, the land is far more profitable under forest than it could possibly be denuded of trees; and particularly so should be given to the settler, the forest canopy, in fact, acts as a preventive of the growth of such a superabundance of saplings as to make them valueless. The cutting out of the large trees, while it makes an opening in the canopy, is however an advantage rather than otherwise; as, while making a small opening in the canopy of the forest, it greatly accelerates the adjacent young timber, and in the case of pine gives a chance for the young pine to come up in the opening. Pine seed will not germinate under the thick shade of other trees, the same as spruce and hemlock do, but requires that the sun should shine with more or less force through the canopy, or say through the tops of the trees, and some part of the day strike the soil. The growth or rate of growth of trees is largely governed by the conditions—locality, soil, and whether too much crowded or not. White pine grows best in an atmosphere of hardwoods, which, growing up and shading the lower branches of the pine, strophes them, and they die off, making an ideal forest tree.

"It is interesting to note the usual course of evolution of a pine forest which has been burned over, but within the area of which has been left a tree here and there that has escaped the fire, or perhaps a group of pine trees on a hill, or some spot where the fire has not touched, whereby seed can be disseminated. After a fire the first saplings to come up are poplar, birch, or some other variety. The two mentioned give large quantities of seed every year,

which by its structure blows far and wide, and so is the first usually to fall on burnt over land, offering good conditions for germination. While pine seeds every four or five years, and spruce about the same; so that after the poplar or birch have had a year or two of growth there comes the pine and spruce, thus having a favorable seedbed; and thus growing up amongst hardwood, white pine commences its life under ideal conditions.

"Of course no two forests present identical conditions, and some study and care are necessary for the perpetuation of any given forest; but as a rule pine should not be cut less than twelve inch diameter on the stump, unless the timber were so thick that growth was retarded. Then the forester should take the trees in the least favorable conditions, or the largest trees, as might in his judgment best increase the growth of the forest. This also would apply to spruce, except when cut for pulp wood. This can be thinned out where it is very thick, taking only those that are sufficient number should be left of seed bearing age to perpetuate the growth.

"It is now fully acknowledged that state-owned forests are a great source of revenue to any country, and that where favorable conditions present themselves the state or province should declare them forest reserves, particularly where the land is mountainous; as when denuded of trees the sides of the mountains washed by storms carry down gravel, sand, etc., devastating the fertile valleys below. An instance can be found in the Appalachian Mountains, and an account of it in a book published at Washington by the Department of Agriculture last year. The hilly or mountainous sources of streams, the watersheds, should undoubtedly be retained as forest reserves, since the forest acts as a reserve to keep back the water and prevent spring floods.

"A policy not much spoken of in forestry publications would, I think, be particularly applicable to New Brunswick and Nova Scotia; in many districts where there are fertile districts or patches surrounded by broken, rocky and hilly country. The farmers or owners of the land should be encouraged to occupy larger holdings—more acreage—and while cultivating the fertile spots keep the rough land for trees, and grow them as a crop, harvesting them when ripe as the most profitable crop they can grow on such ground, and selling when profitable to the local mills; but to cut so as to keep the woodland at its maximum of growth."

The points to which Mr. Bertram directs attention are already being considered by thoughtful minds in this province and Nova Scotia. The lumbermen are concerned on personal grounds about the destruction by forest fires, and they as well as the general public are beginning to realize more fully the importance of preserving a forest supply for the future. In Ontario large tracts have been set apart as forest preserves. In the United States a forestry commission is investigating the conditions all over the country, by authority of the federal government. In Nova Scotia the question of forest fires is attracting much attention at the present time, and the lumbermen's associations and the government have been in conference to devise if possible some means of preventing the large annual destruction of forest wealth. In this province there is a growing interest in the subject. These are hopeful signs of the times.

THE DREDGING.

The news from Ottawa that the government has decided to undertake the dredging in connection with the construction of the proposed new steamship berths on the west side will naturally create great interest in the nature of the arrangement between the C. P. R. and the city.

The tentative agreement was entered into some time ago by a committee of the common council and the president of the C. P. R. at Montreal. That agreement was not made public, apparently because it was thought desirable to secure the government's consent to do the dredging before the terms agreed upon between the city and the railway corporation were made known. Now, however, the terms settled between the C. P. R. and the city are in the nature of the arrangement between the C. P. R. and the city.

As the Telegraph has already announced, the estimated cost of the proposed work in connection with the new berths which it is proposed to construct before next winter will be about \$300,000. It is an estimate, and it may not be exact, but it is so figured in the proposed contract. Of this sum, the dredging is to cost \$100,000 and the actual wharf building something more than \$200,000. In a general way the terms of agreement are known. The Telegraph violates no confidence in referring to some of them which are a matter of general knowledge.

The city is to construct the berths and is to finish the wharf so that it will be ready for the laying of tracks by the C. P. R. and the building of warehouses by that company. The C. P. R. is to pay to the city a rental on the wharf of 5 per cent. upon the amount invested, exclusive of the dredging. This arrangement is to continue for forty years and may be renewed at the end of that period upon a new valuation which may be fixed by arbitration, if altered conditions then make that desirable.

It will be hoped now that if the dredging is begun promptly contracts may be let without delay for the building of the wharf and berths and that the work may be completed before the presence of next season's winter port business is felt.

It is of the utmost importance that St.

John should not be in a sense at the mercy of the steamship or inland companies when another season opens. Recent experience has shown how the port may suffer because its facilities are scarcely equal to the demands upon them.

Steamship companies whose interests may lie elsewhere may make use of the excuse that sufficient berths are not available. If the four berths which it is now proposed to construct shall be finished in time, St. John will be able to handle all the business which is likely to come to it for two or three years. Before the expiration of that period a more comprehensive scheme of harbor improvement will undoubtedly be taken up and it will be for the city to decide before that time whether it is wise to vote for harbor commission in case the government does not take up the matter of equipping St. John because of its natural advantages and its vital importance in the development of any successful national scheme of transportation.

As to the nature of the proposed agreement with the C. P. R., that can be discussed more fairly when the terms are made known officially to the people of St. John. There has been, of course, much curiosity as to how much the C. P. R. is to get. But then that is always a question.

THE TROUBLES OF A MINISTER

The Sun announces that the Hon. Henry Emmerson has moved homeward under the escort of Mr. O. Turgeon, M. P. This arrangement, if correct, is calculated to cause some slight uneasiness within the circle of Mr. Emmerson's admirers. Some, there will be, who will maintain that Mr. Emmerson should not come home under the escort of anybody. We are rather of that opinion. Still, we expect to see the Moncton Transcript deny with some temper the Sun's statement that Mr. Emmerson is the ward of Mr. Turgeon. Also there are friends of Mr. Emmerson who will welcome the denial of the Turgeon story in preference to any announcement that might be made by the editor of the Transcript, tending to show that that organ had a desire and intention to exercise proprietorship. Indeed, the Transcript, which is notoriously peevish in political matters, took some exception the other day to a remark made by this newspaper, and, as usual, misinterpreted it.

It was no purpose of The Telegraph to say that the editor of the Transcript controlled the new minister of railways. We may have hinted that the Transcript man was likely to labor under the delusion that he would exercise such control.

It is not the purpose of this newspaper to say that the Moncton Transcript controls the new Minister of Railways. Rather is it the noble purpose of this independent journal to say that, unless the new minister absolves himself of the monstrous editor and makes it forever clear that he is determined to conduct for himself his own business, his relation to the politicians of this now somewhat important province can scarcely be cordial.

IN JAMAICA.

In St. John the late years even the most severe winters have not found many persons in need of public assistance. It is evident that they are not so fortunate in Jamaica. In that climate the very poor are blessed both by the mildness of the weather and the fact that the actual necessities of life are cheap. Fruit is at everybody's hand. The price paid for ordinary labor is small, yet, as an offset, the same laborers can live upon a very small income.

It may be that because no great effort is necessary to earn a living, no great effort is made by those whose circumstances are precarious. At all events there are some paragraphs in a recent number of the Kingston Daily Telegraph which will appeal to the majority of Canadians as more than ordinarily curious. That journal, in reporting a meeting of the Fair Prospect Branch Agricultural Society, has the following:—

1. That this society memorialized the government, through the Agricultural Society, to employ mules and carts of the district on the roads as relief.
2. (a) That the assistant secretary wrote the Minister of Agriculture, stating that this society has seen in the newspapers the report of the council here and had passed upon in order that the matter may be pushed to a conclusion.
3. As the Telegraph has already announced, the estimated cost of the proposed work in connection with the new berths which it is proposed to construct before next winter will be about \$300,000. It is an estimate, and it may not be exact, but it is so figured in the proposed contract. Of this sum, the dredging is to cost \$100,000 and the actual wharf building something more than \$200,000. In a general way the terms of agreement are known. The Telegraph violates no confidence in referring to some of them which are a matter of general knowledge.

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FROM LAST TO FIRST

People used to take plain cod liver oil for coughs, colds, throat and lung troubles after other remedies had failed. Scott's Emulsion is the modern idea of cod liver oil—the first instead of the last resort when such ailments appear.

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found out had been more alive to the performance of his duties.
2. That the secretary of the parent society be informed that this district has great quantities of Santa Maria trees which can easily be got at, as the roads in the district are opened up.

A vote of thanks was given to Mr. W. Kirkland, J. P., for his energetic role in influencing the government to start the roads to the backlands.

As the Kingston newspaper treats the foregoing as a matter of ordinary news, it must be assumed that the conditions referred to are by no means extraordinary.

PRECEPT AND EXAMPLE.

The New York Herald appears to be afraid that the English newspapers will precipitate a war between Russia and Japan. It says:—

The world is witnessing a repetition of the outbreak of jingoism that preceded the Spanish-American war. "Yellow" journalism's tactics are the same now as they were then. The slightest incident is exaggerated, the simplest statement is distorted, the wildest rumors are invented, all with the purpose of embittering the parties concerned in the negotiations and creating ill blood. Never by any chance has one of the countless "fakes" which fill the columns of the English press a pacific tendency. They all breathe fire and slaughter.

The Herald says much more in the same strain, and very vigorously condemns the whole press of England. But the Herald is itself a newspaper, and has a correspondent in St. Petersburg. Naturally he would be expected to send news of a pacific nature, entirely contradicting these alarmist rumors from London. But, remarkable as it may seem, this is what he cables:—

I find many taking the view that the game is up. The Bij Vedemost says:—"If the reports from Washington and from the Japanese Minister to the effect that the Japanese reply to the Russian government contained an out and out refusal to entertain the proposals of Russia, and further, that the Japanese counter proposals are unacceptable to Russia, are true, then it means war."
A telegram printed this evening saying that Admiral Alexieff had resolved to remain at Port Arthur in case of the outbreak of war does not serve to restore confidence.

And this is the heading the Herald puts in very large type over the cable, which was dated Monday: "Japan's refusal has tens conflict in the Far East. Tar's assurances of peace fade before new complications and rejection of terms. Little hope of staying the war. Japanese counter proposals reported as equally unacceptable to Russia. Ready at Port Arthur. Victory decides to remain at front, thus adding to conviction now prevailing in St. Petersburg."

The bloodthirsty English press may now take off its hat to the peaceful and reassuring Herald of New York.

THE RAILROAD QUESTION.

The Telegraph is giving some publicity this morning to an article printed editorially by the Toronto News, in which that journal takes a certain attitude in regard to the railway question. It appears from the most recent utterances in regard to that question that the government had hesitated. Evidently the mind of the cabinet in regard to the railway problem is not what it was. It is a safe proposal to make today that the entire railway project is, more or less, in the air.

It is known, anyway, before certain elections are held in this province, the government plan in regard to the railway must be more plain. Particularly is this the case on the North Shore.
The announcement from Ottawa in reference to the dredging will no little curiosity in regard to the prospective candidates in St. John, Kings and Westmorland. If a Conservative is to be put up here as appears most likely, the question is as to who the man will be. There is much the same interest in regard to the other New Brunswick counties. As to the result of these contests it is a fact that the predictions are many and that predictions are known to be uncertain.

NOTE AND COMMENT.

Only ninety persons were lynched in the United States last year. The number of persons who deserved it and escaped is not stated.

The municipal council does not know whether it is liable for the cost of collecting vital statistics or not—and does not care. That is a very comfortable frame of mind, to say the least.

The Evangelical Alliance of Halifax has definitely excluded reporters from its meetings. The Sydney man, who wrote to one of the papers that he wanted more sport and less religion in his, appears to have enlisted the sympathies of the brethren.

The civic committee to consider the question of bank assessment is to meet again this week. Since it last met the banks have issued very gratifying annual statements, showing that despite taxation they are able to earn dividends and that sort of thing. Whether this will widen or melt the hearts of the aldermen remains to be seen. A lot of taxpayers would like to find them in a melting mood.

Mr. Michael Carney, who is one of the Liberal candidates in Halifax, has not hitherto been in public life. The Herald says of him: "Mr. Carney is a Halifax man. He entered the employ of the West India firm headed by the late Hon. James Butler, and in due time became a partner. When the business of the old firm of James Butler & Co. was brought to a close Mr. Carney retired, it is believed, a wealthy man."

There are no new developments in the local political situation. Neither party appears to know who their candidate will

St. John, N. B., Jan 23, 1904.

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We have made SWEEPING REDUCTIONS in Prices of MEN'S PANTS. About 200 Pairs to be cleared at once. THESE PRICES will clear them quickly.

\$1.80 PANTS Now \$0.84
\$1.25 PANTS Now \$0.64
\$2.75 PANTS Now \$1.93
\$2.80 PANTS Now \$2.49

Don't miss this chance. It's the best Pant chance yet.

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HERE'S A SCOTCHMAN
HARD TO SUIT.

After Striking Halifax Once, He Says Canadians Are as Cold as Their Climate.

"Your climate is cold and your people are cold. You show no hospitality to strangers and you seem afraid lest anyone of them who happens to speak to you should want to borrow money."

To the average Canadian, at least, the last part of this charge will sound rather strange, coming as it does from an Englishman, or rather a Scotchman whose home is now in London. The man who made the statement is an officer on one of the ocean liners which recently called at this port. It was in answer to a question as to how he liked Canada that he made the remark quoted above.

"Australia is the country for me," he said, "and there I hope to end my days. I admit that I may not have as prosperous a future as Canada, but the people there have some heart in them. They give a stranger or 'new chum' as they call him, a smile of welcome. Instead of shunning him as you do, they go out of their way to meet him and do him a good turn. And Great Britain is not 'Great Britain' to them. It is 'home,' and the man from 'home' can always have the best they offer. Why, I went into a store here the other day to buy a pair of gloves, and remarked to the clerk that I supposed they came from home. 'Home,' he said, and looked puzzled, and I had to explain that I meant Great Britain."

The force of the Scotch Londoner's argument was somewhat broken when he said: "But I suppose I should not condemn you on my short acquaintance, for I must admit that this is my second voyage to Canada, and the previous voyage, like this one, was in the middle of winter, and after I had come off the warm route to Australia."—Halifax Herald.

MAINE INDIANS TO BE TRIED FOR MURDER.

Machias, Me., Jan. 21.—The two Indians, Everett Sockersbain and Newell P. Francis, who have been indicted for the murder of another Indian, Joe Sockersbain, will be placed on trial in the Supreme Court next Tuesday.

Attorney General Sockersbain, who will conduct the case for the government, arrived last night and today the court at his request issued subpoenas for forty more jurors in case the first panel became exhausted.

The grand jury returned liquor indictments today against Hiram Oliver, of Bonnyville, Oscar E. Bowers, of Machias, and E. E. Ellmore, of East Machias.

A Genuine Message in a Bottle.

Six years ago the British schooner Ethel mysteriously disappeared en route from Bombay to Port Said. Her owners, Backfoot & Co., of the latter port, gave her up for lost, and since that time until last month her fate remained a mystery to the world.

It was an empty and tightly corked wine bottle that brought the story of her fate and that of Captain Lee and his crew to land. The bottle was discovered by Captain Lombard on the beach of the Island of Fukue, situated in the South Sea, and the note it contained reads as follows:—

"Will the finder of this inform Messrs. Backfoot & Co., of Port Said, that their schooner, Ethel, founded about 1,000 miles from Bombay? This note is written by the sole survivors, Captain Lee and Seaman Thompson, who are in their last hopes. Signel, J. T. Lee, Jan. 26 or 27, 1897."

Estranged.

I sit and think and all my thought turns constantly to thee, dear heart. Whose every best I know is wrought into a benison for me.

As that of mine a prayer for thee; Yet Fate's decreed us both to part.

Oh cruel Fate! thy web is death; Yet Love survives thy reason's sting; In memory's fond embrace, its breath remains its faithful strength for aye; And thus a child of woe's day Looks up in faith for early spring.

Ye spirit of a caloused world! Ethel's eye is dim, thine eye is blind; Too true thy poisoned dart is hurled; By instant, that uttering guide Who naught could so well provide While starving pity creeps behind.

Too foolish tongue and evil eye! Thy chief delight is to destroy; Still truth can bear, and yet defy— Out into the world alone Holding its ideal as its joy; Hiding its misery and its joy.

And rear thy Temple, high and grand, Whither we two—though not alone— May bring our vows, and understand; Who means that the past records Shall be the sweet communion it affords There, kneeling at the mercy seat.

And what my Love is life, but thee. An endless love, with soul upborne, Whose sacrifice is constancy? O Love! O Life! On me bestow Thy smile, thy kiss, before I go; Turning dark night to kindly morn.

E. REARS.
Jan. 5, 1894.

The Jumping Jack.
(By M. J. Duff, St. George's.)

I've seen some sights and daring deeds, And heard some stories queer, But none that touched my heart so much As the tale of the Jumping Jack.

Always on time (within a few hours) They called him the Saxby gal; He was running a shunting engine then, That used to carry the mail.

His iron steed, so full of speed, Was christened the Jumping Jack; He was low and sleek, and everywhere Except upon the track.

The clang of his bell rang loud and sweet, Like cows in a dairy tower; And many a time in case of need He made ten miles an hour.

In Providence he placed his trust, When he raced down the track; He knew that he was leaving home But not when he'd get back.

To make a trip of eighty miles, He always told his wife; To hurry up and get him food And played upon his brain.

At last they had to lay him off; He could not stand the strain; A speed so great unbalanced his pace And played upon his brain.

There's many a line at the present time That throws my memory back To Saxby gal that rode the rail With his Bronco Jumping Jack.

SPLENDID SHOWING OF SUSSEX CHEESE AND BUTTER

It is a well recognized fact that the development of the dairy industry in and around Sussex shows what enterprise on the part of a progressive people will do. Very few are aware of the progress that has been made in the dairy industry in this district during the last half dozen years.

Those who attended the annual meeting of the Sussex Cheese & Butter Company, on Tuesday, an account of which is given below, could not fail to see the grand results that have come to the people of this district through the development of this industry.

The rate in business at the factory during the year was rather more than 21-2 per cent. over 1902.

The following table will serve to give an idea of the amount of business done during the year, and a comparison with the business of former years:—

1903.

Total lbs. of milk received..... 5,631,194
Total lbs. of butter made..... 29,044
Total lbs. of cheese made..... 1,583
Total value of butter and cheese..... \$4,550.95
Total value of B. milk and cream sold..... 130.53
Total paid to patrons..... 49,231.39
Total paid for making..... 1,533.36
Total per cent. to company..... 1,041.58
Average price of milk..... .21
Average price of butter fat..... .28
Gross earnings of company..... \$3,000.57
Income to company..... 1,041.58
Total from non-stockholders..... \$3.70